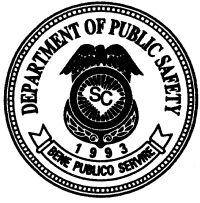


1999 SOUTH CAROLINA COMMERCIAL



MOTOR VEHICLE TRAFFIC COLLISION FACTBOOK

This publication was produced by the South Carolina Department of Public Safety's Office of Highway Safety Statistical Analysis Section, with support from the South Carolina State Transport Police.



South Carolina Department of Public Safety

Office of the Director

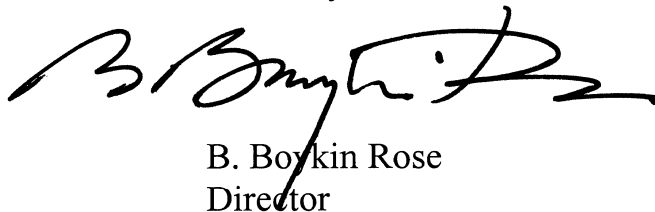
The South Carolina Department of Public Safety is proud to present the first edition of the South Carolina Commercial Motor Vehicle Traffic Collision Fact Book. This 1999 edition covers a wide range of information on traffic collisions involving commercial motor vehicles. This publication should serve as a valuable tool for law enforcement, legislators, traffic safety advocates, industry leaders, and others striving to improve highway safety.

Over the past two decades, the number and volume of commercial motor vehicles using South Carolina's highways has increased substantially. Freight transportation in the United States is predominantly interstate and trucking is the dominant freight mode. This growth in the industry occurred while there was only a limited expansion of South Carolina's highway network. South Carolina has seen a 30% increase in commercial motor vehicle traffic over the last three years alone.

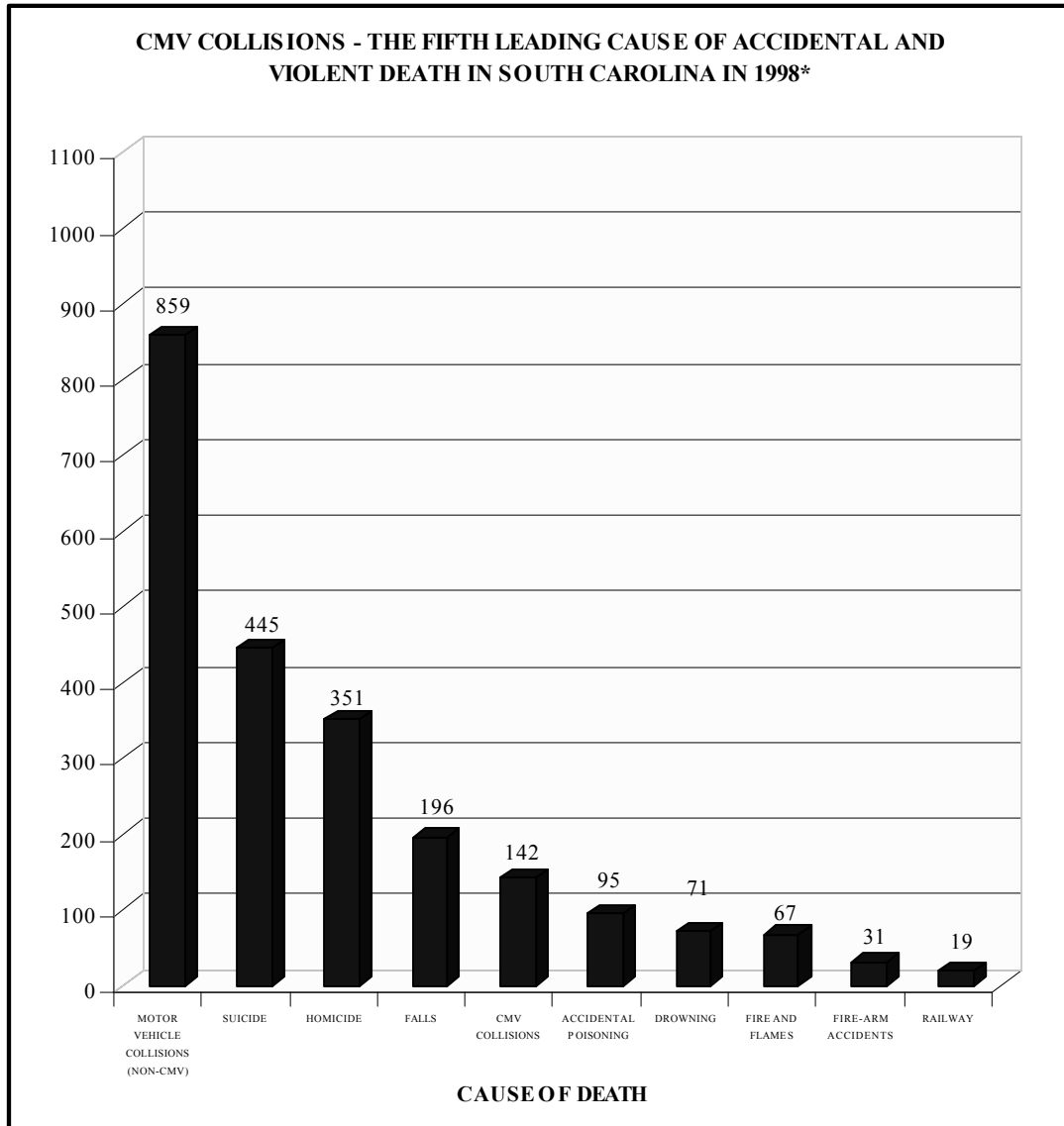
The challenge, then, is for government, industry, and the general public, to join together to emphasize the need to safely share the road in South Carolina. We are embarking on public/private ventures with leaders in the trucking industry and our federal partners to raise awareness of the issues arising from increased commercial motor vehicle traffic. This fact book is one step in those efforts. The information contained within this book should assist anyone striving to reduce the losses, both human and economic, associated with the current driving conditions found on our roads.

Only working together can we improve the safety of South Carolina's highways and, more importantly, save lives.

Sincerely,



B. Boykin Rose
Director



*The source for the non-motor vehicle related death figures is South Carolina Vital and Morbidity Statistics 1998, Division of Biostatistics, Office of Public Health Statistics and Information Systems, South Carolina Department of Health and Environmental Control. Published January 2000. At this time, 1998 data is the most recent available data from DHEC on causes of death.

NOTE: CMV COLLISION FATALITIES ARE A SUBSET INCLUDED AS PART OF ALL MOTOR-VEHICLE COLLISIONS

In 1998, the leading cause of accidental and violent death in South Carolina was motor vehicle collisions. Total vehicle collision caused fatalities (1001) surpassed the following three top causes of accidental and violent death (homicide, suicide, and falls) combined. Commercial vehicle collisions comprise a measurable portion of the number of motor vehicle fatalities each year - 14.2% in 1998. If these commercial vehicle collision fatalities are separated out from total motor vehicle fatalities, that makes commercial motor vehicle collisions the fifth leading cause of accidental and violent death in South Carolina in 1998.

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For the purposes of this publication, a collision is defined as a Commercial Motor Vehicle (CMV) collision only if it meets the definition set forth by SAFETYNET. SAFETYNET is a computer software program in which states upload uniform crash data elements of CMV collisions to a national database maintained by the Federal Motor Carrier Safety Administration. The following is the SAFETYNET definition of a CMV collision:

A CMV collision is a reportable collision¹ that involved at least one of the following vehicles:

- 1. A truck with six (6) or more tires OR**
- 2. A vehicle with a hazardous material placard OR**
- 3. A bus designed to carry 16 or more persons, including the driver**

AND...

- 1. Involves one or more fatal injuries OR**
- 2. At least one persons is transported for immediate medical care OR**
- 3. One or more vehicles (not necessarily the CMV) are towed from the scene or are provided assistance in order to leave the scene**

¹ A collision that results in at least \$1,000 in total property damage, or results in injury or death, and occurs on a public roadway.

NOTE: Beginning January 1, 2001, the SAFETYNET criteria for a qualifying vehicle will change to the following: (1) A vehicle whose Gross Vehicle Weight Rating of the power unit equals 10,001 pounds or greater, or (2) A vehicle displaying a hazardous materials placard, or (3) A bus that is designed to carry, or is carrying 16 or more persons, including the driver, or (4) A motor vehicle that is designed to carry, or is carrying 9-15 passengers for compensation. This definition is not reflected in any of the data presented in this publication.

KEY DEFINITIONS

Bus - A motor vehicle designed to transport sixteen (16) or more persons, including the driver.

Collision - Throughout this publication the terms collision and traffic collision are equivalent to the term motor vehicle traffic collision as defined below.

CMV – Commercial Motor Vehicle. A vehicle with 6 or more tires OR a hazardous material placard OR is designed to carry 16 or more persons including the driver.

CMV Collisions- A collision involving a CMV in which there are fatal injuries OR persons transported for medical care Or a vehicle is towed from the scene or is provided assistance.

Driver – An occupant who is in actual physical control of a transport vehicle, or for an out-of-control vehicle, an occupant who was in control until control was lost.

Economic Loss - All figures reported are rounded to the nearest \$100,000. Based on the 1998 National Safety Council Formula which applies with the following factors:

Each fatality	\$980,000
Each incapacitating injury	\$ 44,000
Each non-incapacitating injury	\$ 14,800
Each possible injury	\$ 8,400
Each *PDO accident	\$ 6,400

Fatal Traffic Collision - Any traffic collision that results in the death of at least one occupant or pedestrian as a direct result of injuries sustained in the collision within 30 days of the collision date.

First Harmful Event - The first event in a traffic collision to result in injury or property damage.

HP – Highway Patrol.

Incapacitating Injury - Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities he was capable of performing before the injury occurred.

Manner of Collision - The identification in a crash of how the motor vehicle(s) initially came together in a traffic collision.

Motor Vehicle - Any motorized (mechanically or electrically powered) road vehicle not operated on rails, excluding mopeds, minibikes and other vehicles not subject to motor vehicle licensing regulations. These include: automobiles, trucks, buses, vans and motorcycles.

Most Harmful Event - The event for an *individual unit* involved in a traffic collision that results in the most severe injury or property damage.

Motor Vehicle Traffic Collision - A transport collision that involves at least one motor vehicle in transport, in which the unstabilized situation originates on a trafficway or at least one harmful event occurs on a trafficway. This definition excludes any collision on a private way.

KEY DEFINITIONS

Non-Incapacitating Injury - Any injury, other than a fatal injury or incapacitating injury, which is evident to observers at the scene of the collision in which the injury occurred.

Occupant - Any person who is part of a transport vehicle (automobile, bicycle, etc.)

Passenger - Any occupant of a vehicle other than its driver.

PDO - An abbreviation for property damage only. A PDO collision is one with some property damage but no injuries or fatalities.

Pedestrian - Any person who is not an occupant as defined above. Includes persons on foot, roller skates, and skateboards.

Possible Injury - Any injury that is reported or claimed which is not a fatal injury, incapacitating injury or non-incapacitating injury.

Probable Cause - Refers to the probable cause of the traffic collision. This is the presumptive factor that created the collision situation.

Road - The part of a trafficway which includes both the roadway and any shoulder alongside the roadway.

Rural Area - Any area which is not within a defined urban area.

STP- State Transport Police.

Traffic Collision - Used in this publication interchangeably with Motor Vehicle Traffic Collision.

Traffic Unit (Unit) - Any motorized road vehicle (includes vehicles that do and do not qualify as motor vehicles in the above definition), pedestrians, animal drawn vehicle and animals with human riders.

Trafficway - Any land way open to the public as a matter of right or custom for moving persons or property from one place to another.

Unit - Used interchangeably with traffic unit (see definition above).

Source for most definitions: *Manual on Classifications of Motor Vehicle Traffic Collisions, Fifth Edition*, published by the National Safety Council.

Part 1: General Information

The following pages contain descriptive statistics regarding collisions involving commercial motor vehicles (CMV's) in South Carolina in 1999. This includes applicable information regarding drivers, occupants, vehicles, and any other information necessary to obtain a better assessment of the safety of our roadways.

The number of CMV involved collisions have steadily increased from 2,758 to 2,846 since 1996. This equates to a 3.1% increase over this time period. Accompanying these accidents are immense personal and financial losses. While CMV collisions only accounted for 2.7% of the total collisions in South Carolina in 1999, they made up 12.9% of the total fatalities on our roadways. Total fatalities in CMV involved collisions peaked in 1998 at 142 and then fell slightly to 137 in 1999.

Fatalities are the most severe consequence of motor vehicle collisions, but even in non-fatal collisions, the cost in human suffering can be severe. Injuries sustained in CMV involved collisions have increased from 2,463 to 2,667 since 1995, a 7.6% increase.

CMV involved collisions are responsible for hundreds of millions of dollars in economic losses to South Carolina each year. Economic losses as estimated in this publication include property damage, medical costs and lost productivity, but do not include intangible costs such as grief and suffering. In 1999, \$169.8 million dollars in estimated losses were incurred in CMV collisions. This means that CMV collisions made up 11.8% of the total economic loss that occurred on South Carolina roadways in 1999.

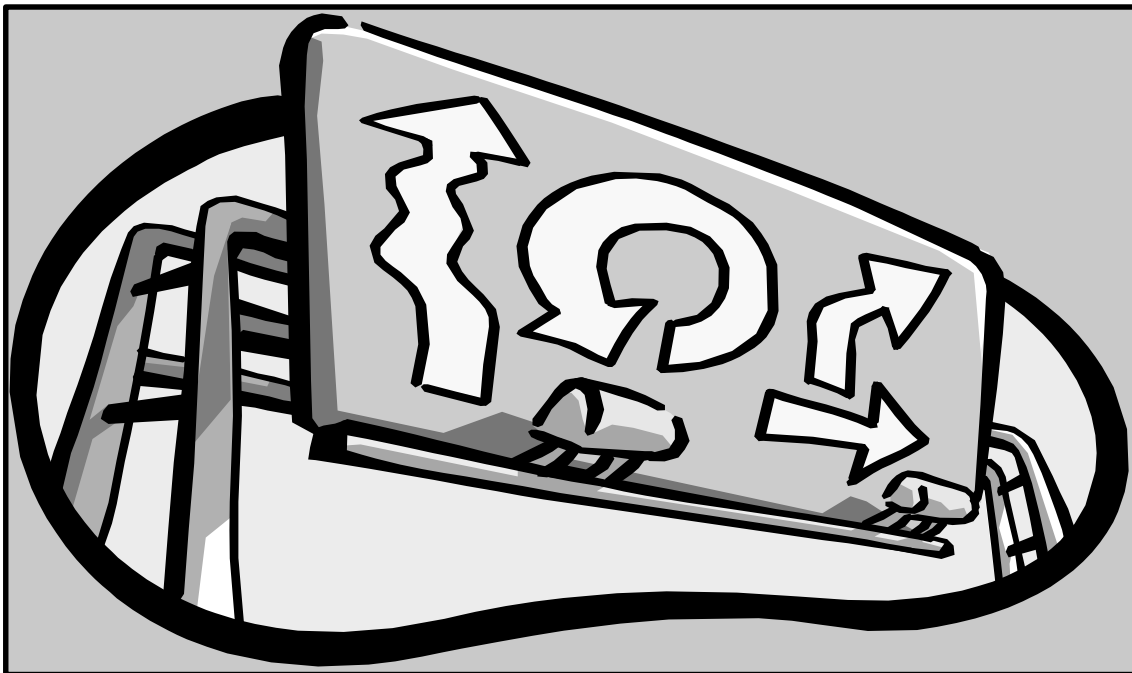
All collision statistics included in this publication are based on data obtained via the Uniform Traffic Collision Report (Form TR-310) and the Supplemental Bus and Truck Accident Report from investigating officers. By law, any collision that results in at least \$1,000 in total property damage, or results in injury or death and occurs on a public highway must be reported to the South Carolina Department of Public Safety on the appropriate form. If these collisions occur on private property or are reported on any form other than the TR-310, they are excluded. In order for a vehicle to be defined as a "Commercial Motor Vehicle" it must meet the SAFETYNET threshold explained on the previous page. **Only collisions involving at least one CMV are included in this publication, unless otherwise noted.**

The statistics contained in the South Carolina Commercial Vehicle Traffic Collision Fact Book are based on the latest available information at the time that they were compiled. Due to the complex nature of the data, occasionally new information is received after the publication cut-off date. It is therefore possible that some discrepancies may exist between the data published here and other sources.

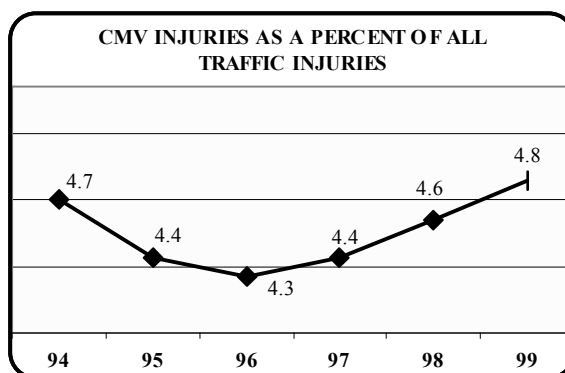
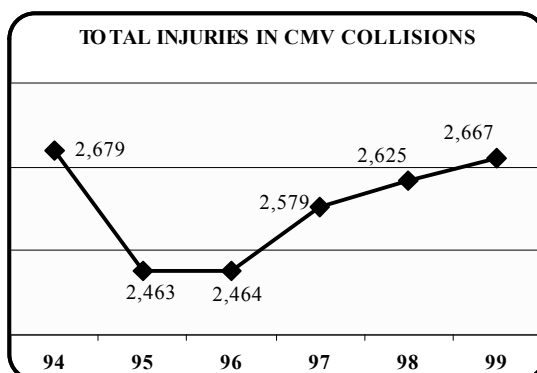
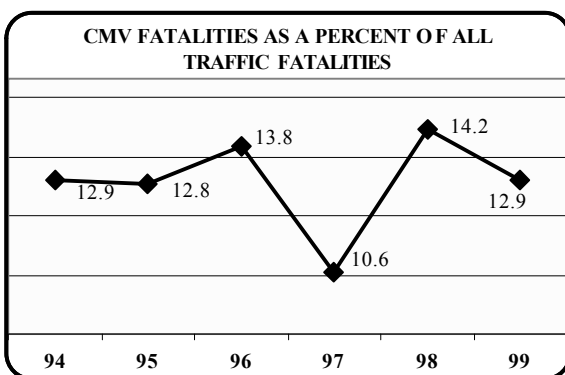
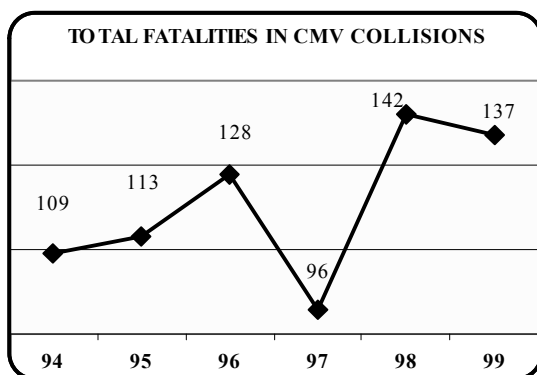
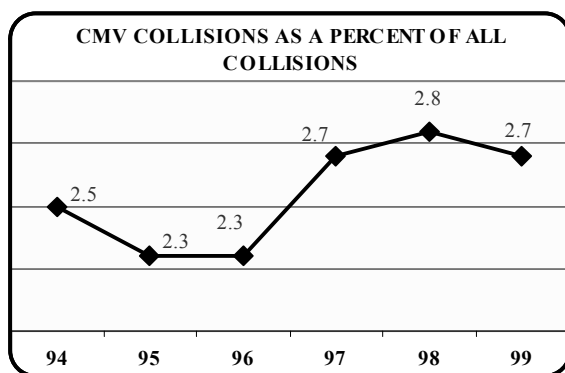
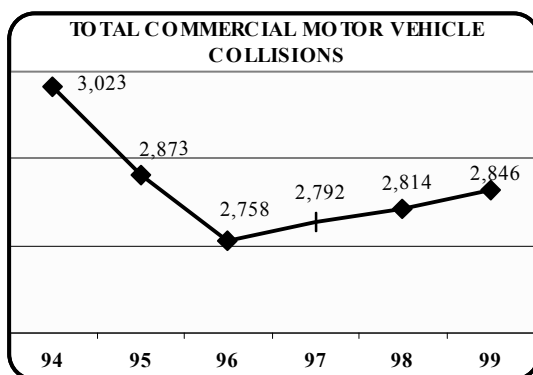
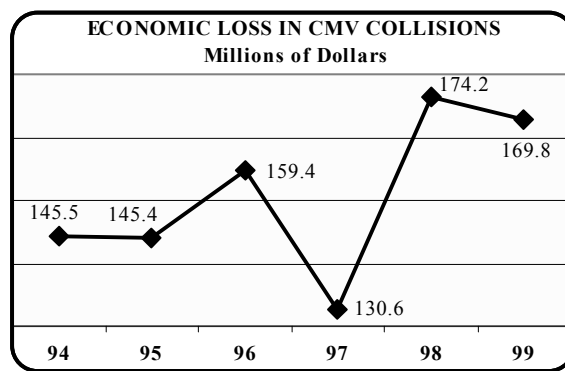
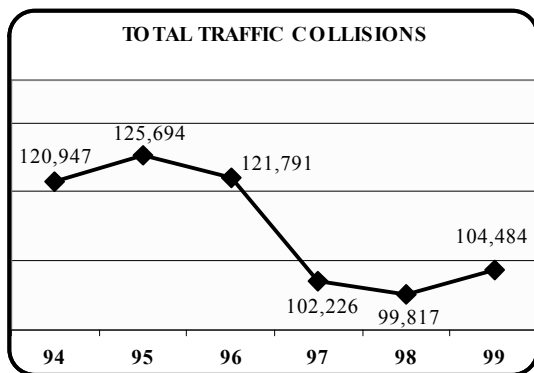
CMV TRAFFIC COLLISION QUICK FACTS

	<u>1998</u>	<u>1999</u>	<u>% CHANGE</u>
FATAL COLLISIONS	121	119	-1.7%
INJURY COLLISIONS	1,449	1,416	-2.3%
PROPERTY DAMAGE ONLY COLLISIONS	1,244	1,311	5.4%
TOTAL COLLISIONS	2,814	2,846	1.1%
FATALITIES	142	137	-3.5%
NON-FATAL INJURIES	2,625	2,667	1.6%
ECONOMIC LOSS	\$174,200,000	\$169,800,000	-2.5%
LARGE TRUCK VEHICLE MILES TRAVELED*	4,300,000,000	4,500,000,000	4.7%
ROADWAY MILES	64,896	64,904	0.0%
LARGE TRUCK MILEAGE DEATH RATE*	3.3	3.0	-7.8%

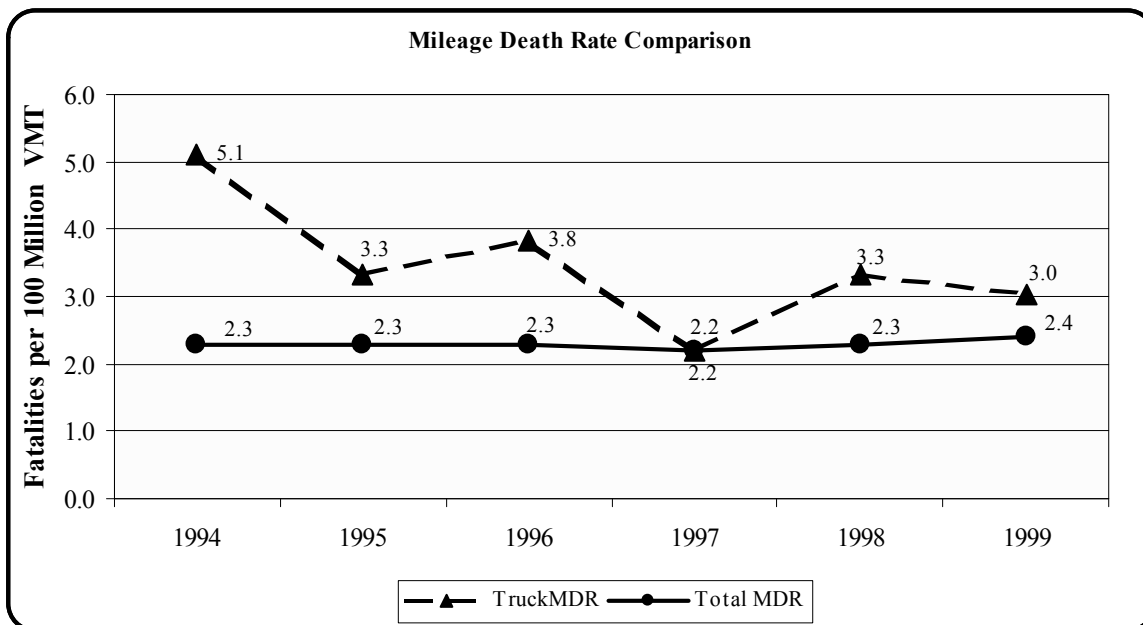
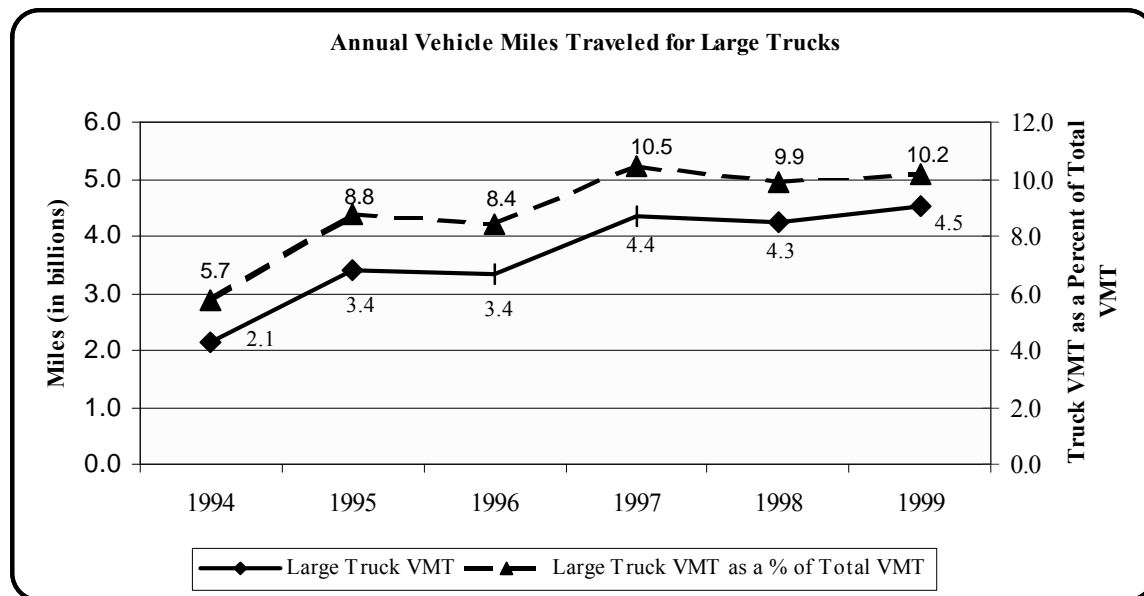
*Milage Death Rate (MDR) is the number of fatalities in CMV collisions per 100 million Large Truck Vehicle Miles Traveled (VMT) . Large Truck VMT is estimated by the South Carolina Department of Transportation (SCDOT). A "Large Truck" is defined as having at least two axles and dual rear tires.



TRAFFIC TRENDS 1994-1999



VEHICLE MILES TRAVELED (VMT)



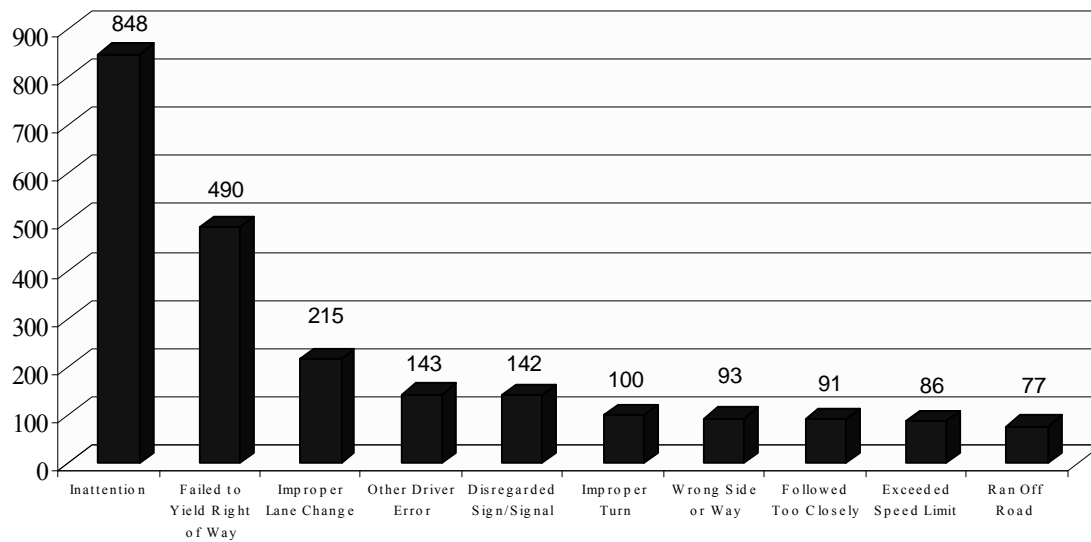
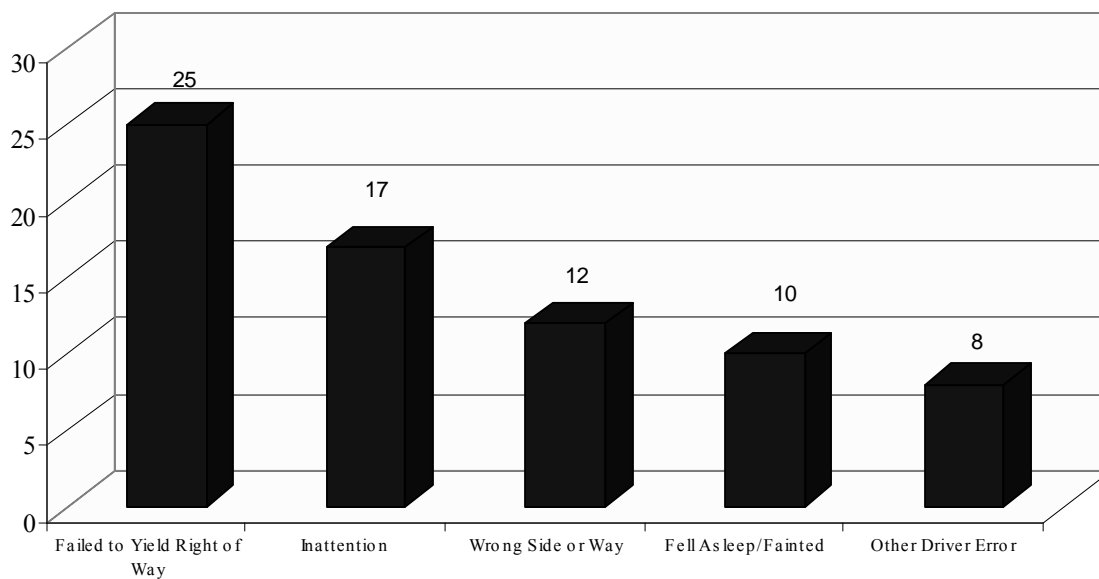
Mileage Death Rate (MDR) is the number of fatalities per 100 million Vehicle Miles Traveled (VMT)

"Total MDR" is the MDR for all motor vehicles. "Truck MDR" is the MDR for large trucks that meet the definition below.

Large Truck Vehicle Miles Traveled (VMT) is estimated by the South Carolina Department of Transportation.

A "Large Truck" is defined as having at least two axles and dual rear tires.

Truck MDR is computed using fatalities in CMV collisions and VMT for Large Trucks.

TOP TEN PROBABLE CAUSES FOR ALL CMV COLLISIONS**TOP FIVE PROBABLE CAUSES FOR FATAL CMV COLLISIONS**

TRAFFIC COLLISIONS BY PROBABLE CAUSE

PROBABLE CAUSE	COLLISION TYPE			TOTAL	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PDO*			
UNDER INF. ALCOHOL & DRUGS	3	5	4	12	4	11
UNDER INF. DRUGS	0	3	5	8	0	4
UNDER INF. ALCOHOL	6	28	15	49	6	50
FAILED TO YIELD RIGHT-OF-WAY	25	267	198	490	26	477
DISREGARDED SIGN/SIGNAL	9	83	50	142	10	162
EXCEEDED SPEED LIMIT	5	38	43	86	5	133
RAN OFF ROAD	5	34	38	77	6	56
MADE IMPROPER TURN	2	36	62	100	2	61
WRONG SIDE OR WAY	12	52	29	93	14	114
FOLLOWED TOO CLOSELY	2	55	34	91	4	92
IMPROPER LANE CHANGE	2	99	114	215	2	144
IMPROPER BACKING	2	13	30	45	2	25
IMPROPER PASSING	0	31	30	61	0	67
IMPROPER SIGNAL	1	2	0	3	1	2
IMPROPER PARKING	0	8	6	14	0	11
FELL ASLEEP/FAINTED	10	34	18	62	14	55
DIDN'T COMPLY W/ LIC RESTRICTION	0	0	1	1	0	0
HANDICAPPED	0	2	0	2	0	2
INATTENTION	17	437	394	848	20	899
OTHER	8	71	64	143	11	125
DRIVER SUBTOTAL	109	1,298	1,135	2,542	127	2,490
SMOKE/FOG/SMOG	0	2	2	4	0	5
SLEET/HAIL	0	1	0	1	0	3
BLOWING SAND/SOIL/DIRT	0	0	1	1	0	0
SEVERE CROSSWIND	0	0	1	1	0	0
RAIN/SNOW	1	4	5	10	1	7
SIGN OBSTRUCTION	0	0	0	0	0	0
VEGETATION OBSTRUCTION	0	1	2	3	0	3
SNOWBANK OBSTRUCTION	0	0	0	0	0	0
HILL/BUILDING OBSTRUCTION	0	0	0	0	0	0
CURVE IN ROADWAY	0	2	1	3	0	3
ANIMAL IN ROADWAY	1	10	16	27	1	13
OTHER	0	2	5	7	0	2
ENVIRONMENT SUBTOTAL	2	22	33	57	2	36
UNDER INFLUENCE ALC & DRUGS	0	0	0	0	0	0
UNDER INFLUENCE DRUGS	0	0	0	0	0	0
UNDER INFLUENCE ALCOHOL	1	2	0	3	1	2
FAILED TO YIELD RIGHT-OF-WAY	0	4	1	5	0	6
DISREGARDED SIGN/SIGNAL	0	1	0	1	0	1
ILLEGALLY IN ROADWAY	0	1	0	1	0	1
BICYCLE VIOLATION	0	0	0	0	0	0
CLOTHING NOT VISIBLE	0	1	0	1	0	1
OTHER	1	3	1	5	1	3
OTHER PERSON SUBTOTAL	2	12	2	16	2	14
UNDER INF ALCOHOL OR DRUGS	0	0	1	1	0	0
OBSTRUCTED DRIVER'S VIEW	0	0	0	0	0	0
FELLOFF VEHICLE	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
PASSENGER SUBTOTAL	0	0	1	1	0	0
WET	1	10	9	20	1	13
ICY/SLUSHY	0	4	12	16	0	4
DEBRIS	0	3	6	9	0	5
RUTS/HOLES/BUMPS	1	0	0	1	1	0
ROAD UNDER CONSTR./MAINT.	0	0	1	1	0	0
WORN POLISHED SURFACE	0	0	0	0	0	0
OBSTRUCTION IN ROAD	0	2	1	3	0	2
TRAFFIC CONTROL INOPERATIVE	0	0	0	0	0	0
SHOULDERS LOW/HIGH/SOFT	0	1	3	4	0	5
OTHER	0	1	4	5	0	1
ROAD SUBTOTAL	2	21	36	59	2	30
BRAKES	1	14	21	36	1	21
STEERING	0	1	2	3	0	1
POWER PLANT	0	2	3	5	0	6
SUSPENSION	0	3	1	4	0	4
TIRES/EXHAUST	0	11	15	26	0	14
LIGHTS	1	1	2	4	1	2
SIGNALS/WINDSHIELD/WINDOWS	0	1	0	1	0	1
RESTRAINT SYSTEMS	1	0	3	4	1	0
WHEELS	0	4	7	11	0	6
TRUCK COUPLING	0	4	3	7	0	4
CARGO	0	11	25	36	0	24
FIRE	0	0	1	1	0	0
JACK-KNIFED	0	1	1	2	0	1
VEHICLE SUBTOTAL	3	53	84	140	3	84
OTHER CAUSES	1	10	20	31	1	13
TOTALS	119	1,416	1,311	2,846	137	2,667

*Property Damage Only

CONTRIBUTED TO COLLISION*

CONTRIBUTED TO ACCIDENT	COLLISION TYPE					% OF TOTAL	PERSONS KILLED	PERSONS INJURED
	FATAL	% FATAL	INJURY	PDO*	TOTALS			
CMV	15	19.5%	410	355	780	43.2%	15	666
NON-CMV	60	77.9%	454	387	901	49.9%	69	1004
BOTH	2	2.6%	36	20	58	3.2%	2	70
NEITHER	0	0.0%	34	34	68	3.8%	0	49
TOTALS	77	100.0%	934	796	1807	100.1%	86	1789

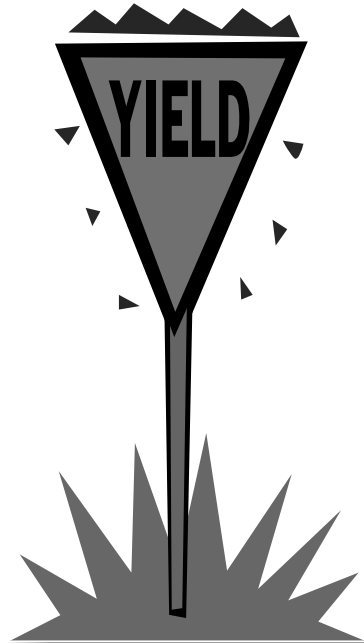
* THIS TABLE COUNTS ONLY TWO VEHICLE COLLISIONS BETWEEN A CMV AND A NON-CMV.

NOTE: BECAUSE OF ROUNDING, PERCENTS DO NOT NECESSARILY EQUAL 100.

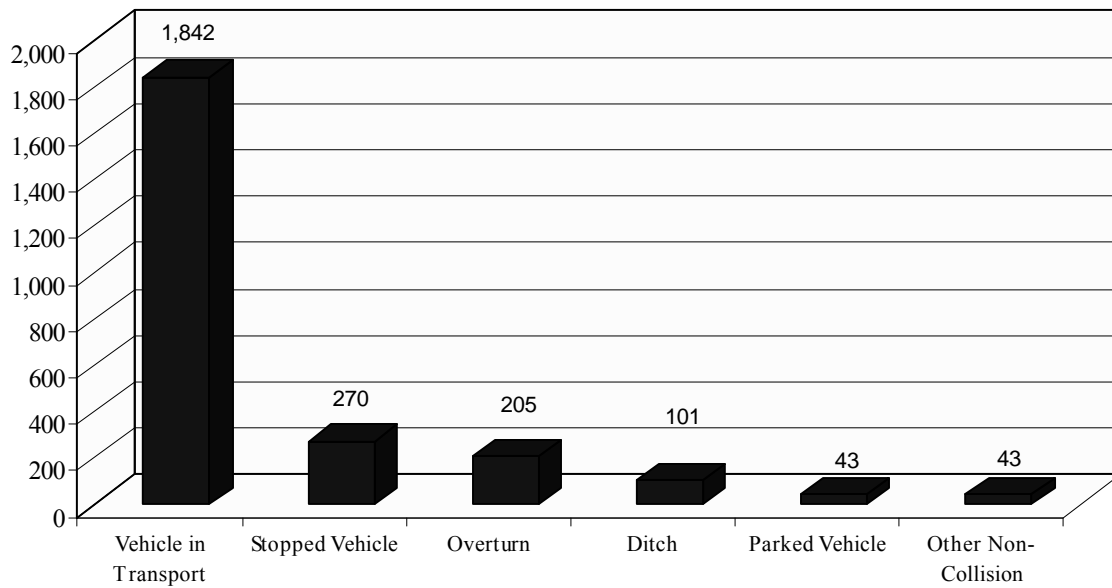
CONTRIBUTED TO ACCIDENT BY PROBABLE CAUSE*

PROBABLE CAUSE	CONTRIBUTED TO ACCIDENT				
	CMV	NON-CMV	BOTH	NONE	TOTAL
DRIVER	734	850	53	39	1676
ENVIRONMENT	2	7	1	4	14
NON-PASSENGER	3	7	0	3	13
ROAD	5	14	1	10	30
VEHICLE	31	19	2	9	61
OTHER	5	4	1	3	13
TOTALS	780	901	58	68	1807

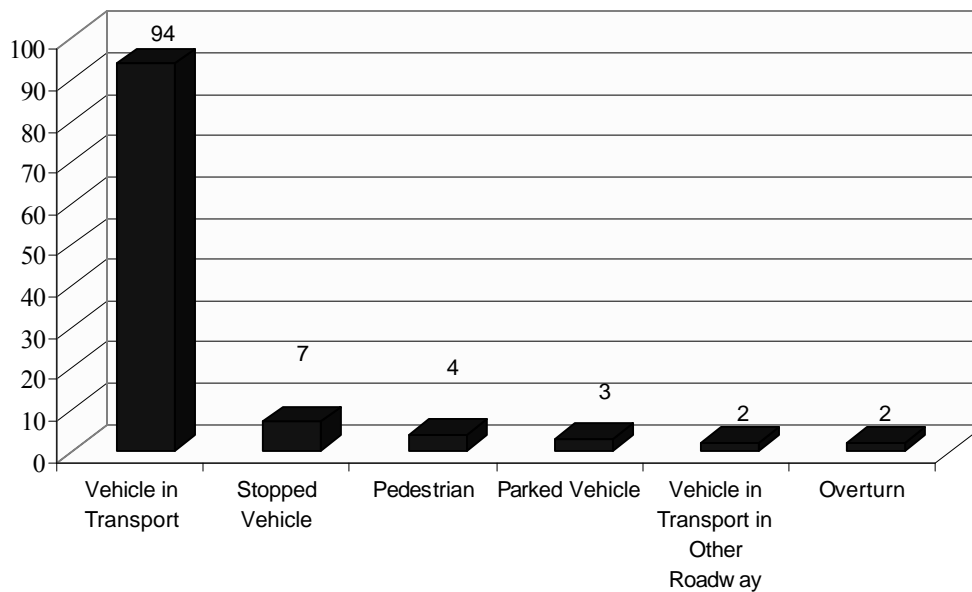
* THIS TABLE COUNTS ONLY TWO VEHICLE COLLISIONS BETWEEN A CMV AND A NON-CMV.



MOST COMMON FIRST HARMFUL EVENTS FOR ALL CMV COLLISIONS



MOST COMMON FIRST HARMFUL EVENTS IN FATAL CMV COLLISIONS



TRAFFIC COLLISIONS BY FIRST HARMFUL EVENT

FIRST HARMFUL EVENT (FHE)	COLLISION TYPE			TOTAL	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PDO*			
OVERTURN	2	90	113	205	2	109
FIRE/EXPLOSION	0	0	1	1	0	0
IMMERSION	0	0	1	1	0	0
GAS INHALATION	0	0	1	1	0	0
THROWN/FALLING OBJECT	0	4	7	11	0	5
SPILL (2-WHEEL VEHICLE IN SINGLE VEHICLE CRASH)	1	1	1	3	1	1
JACK-KNIFED	1	4	37	42	1	5
OTHER NON-COLLISION	1	13	29	43	1	20
NON-COLLISION SUBTOTAL	5	112	190	307	5	140
PEDESTRIAN	4	7	1	12	4	9
OTHER OBJECT NOT FIXED	0	7	8	15	0	10
PARKED VEHICLE	3	17	23	43	6	33
STOPPED VEHICLE	7	152	111	270	9	354
VEHICLE IN TRANSPORT	94	977	771	1,842	107	1,919
VEHICLE IN TRANSPORT (IN OTHER ROADWAY)	2	13	7	22	2	36
RAILWAY TRAIN	0	1	3	4	0	2
PEDALCYCLIST	0	3	0	3	0	3
MOTORCYCLIST	0	1	0	1	0	2
MOPED	0	0	0	0	0	0
DOMESTIC ANIMAL WITH RIDER	0	0	0	0	0	0
DOMESTICATED ANIMAL	0	0	4	4	0	0
WILD ANIMAL NOT DEER	0	0	0	0	0	0
DEER	0	4	7	11	0	4
OTHER ANIMAL	0	1	0	1	0	1
OBJECT NOT FIXED SUBTOTAL	110	1,183	935	2,228	128	2,373
HIGHWAY GUARDRAIL END	0	4	7	11	0	5
HIGHWAY GUARDRAIL FACE	0	13	18	31	0	13
CRASH CUSHION	0	0	0	0	0	0
UTILITY POLE	0	7	7	14	0	13
LIGHT STANDARD	0	1	2	3	0	1
TREE	1	12	21	34	1	16
FIRE HYDRANT	0	1	0	1	0	2
PIER/COLUMN	0	0	1	1	0	0
OVERHEAD SIGN SUPPORT	0	1	0	1	0	1
HIGHWAY SIGN POST	0	2	6	8	0	2
TRAFFIC SIGNAL POST	0	1	1	2	0	1
OTHER POST	0	0	0	0	0	0
BARRICADE	0	2	0	2	0	2
CULVERT HEADWALL	0	0	2	2	0	0
CURB	0	0	2	2	0	0
RETAINING WALL	0	2	6	8	0	2
MEDIAN BARRIER	0	3	5	8	0	3
ROCK/STONE SIDESLOPE	0	0	0	0	0	0
EARTH SIDESLOPE	1	12	9	22	1	20
BUILDING	0	0	1	1	0	0
FENCE, OTHER THAN MEDIAN	0	2	2	4	0	3
BOULDER	0	1	0	1	0	1
DITCH	0	41	60	101	0	46
OVERHEAD STRUCTURE/UNDERPASS	0	1	6	7	0	3
OTHER FIXED OBJECT	0	2	6	8	0	2
TRASH DUMPSTER	0	0	0	0	0	0
MAILBOX	0	3	4	7	0	4
BRIDGE/PIER/ABUTMENT	0	0	3	3	0	0
BRIDGE PARAPET END	0	0	0	0	0	0
BRIDGE RAIL	1	0	2	3	1	0
FIXED OBJECT SUBTOTAL	3	111	171	285	3	140
OTHER OBJECT	1	2	8	11	1	2
ROAD DEFECT	0	0	0	0	0	0
UNKNOWN	0	0	0	0	0	0
OTHER	0	8	7	15	0	12
OTHER SUBTOTAL	1	10	15	26	1	14
YEAR TOTALS	119	1,416	1,311	2,846	137	2,667

*Property Damage Only

TRAFFIC COLLISIONS BY MANNER OF COLLISION

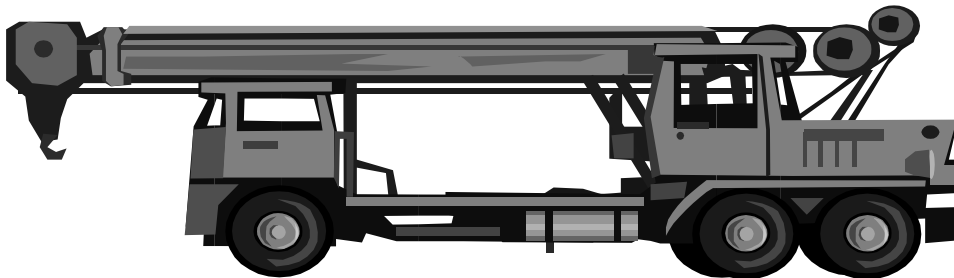
MANNER OF COLLISION	Collision Type			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
NOT COLLISION W/ MOTOR VEH. IN TRANSIT	11	246	401	658	11	312
REAR END	21	411	288	720	26	912
HEAD-ON	18	53	10	81	19	126
REAR-TO-REAR	0	4	4	8	0	8
ANGLE	62	532	401	995	72	984
SIDESWIPE-SAME DIRECTION	2	126	148	276	2	206
SIDESWIPE-OPPOSITE DIRECTION	5	35	28	68	7	100
BACKED INTO	0	9	31	40	0	19
TOTALS	119	1,416	1,311	2,846	137	2,667

*Property Damage Only

MANNER OF COLLISION	Collision Type			TOTAL
	FATAL	INJURY	PDO*	
NOT COLLISION W/ MOTOR VEH. IN TRANSIT	9.2%	17.4%	30.6%	23.1%
REAR END	17.6%	29.0%	22.0%	25.3%
HEAD-ON	15.1%	3.7%	0.8%	2.8%
REAR-TO-REAR	0.0%	0.3%	0.3%	0.3%
ANGLE	52.1%	37.6%	30.6%	35.0%
SIDESWIPE-SAME DIRECTION	1.7%	8.9%	11.3%	9.7%
SIDESWIPE-OPPOSITE DIRECTION	4.2%	2.5%	2.1%	2.4%
BACKED INTO	0.0%	0.6%	2.4%	1.4%
TOTALS	99.9%	100.0%	100.1%	100.0%

*Property Damage Only

NOTE: Percents may not add to 100% because of rounding



PROBABLE CAUSE

Some action (or inaction) by one or more of the drivers was cited as the probable cause in 2,542 of the 2,846 reported CMV traffic collisions in 1999. This accounted for 89.3% of all probable collision causes. "Inattention" was the greatest of these, accounting for 29.8% of collisions. Vehicle factors accounted for the next largest category of collision causes with 140 or 4.9% of the total. "Brakes", Tires/Exhaust", and "Cargo" composed most of these Vehicle factors. CMV's seem to have a greater propensity to have vehicle malfunctions cause accidents than do passenger vehicles. In two vehicle collisions between a CMV and a Non-CMV, 31 collisions in which the CMV was the sole contributor to the crash had vehicle related causes, compared to 19 crashes where the Non-CMV vehicle was the only contributor. For fatal collisions in 1999, some type of driver error was considered the probable cause in 109 of the 119 collisions, accounting for 91.6% of all collisions in which someone was killed. This percentage is slightly higher than for all South Carolina traffic collisions.

When dealing with these collisions, it becomes necessary to know which vehicle caused the collision. In two vehicle collisions between a CMV and a Non-CMV, the Non-CMV was the only contributor to the crashes in 1,004 of 1,789 collisions, or 56.1% of the time. The CMV was the only contributor in 666 of 1,789 collisions, or 37.2% of the time. Non-CMV's were the only contributor in 77.9% of all fatal crashes and 48.6% of injury collisions. CMV's were the only contributor in 19.5% of fatal collisions and 43.9% of injury collisions.

FIRST HARMFUL EVENT

The first harmful event (FHE) in a traffic collision is defined by the National Safety Council as the first occurrence of injury or damage in a collision. In 1999, the FHE in 1,842 of the 2,846 reported CMV traffic collisions (64.7%) involved some type of collision where the FHE was a collision with a motor vehicle in transport. The second most common FHE was a collision with a stopped vehicle, accounting for 270 of 2,846 crashes, or 9.5% of the total. The third FHE was "Overturn" with 205 collisions (7.2%). Combined, these three accounted for more than 81% of all reported CMV collisions.

Collisions with a motor vehicle in transport (79%) and collisions with a stopped vehicle (5.9%) were also the two top FHE's in fatal crashes. Collisions with a pedestrian was the third highest FHE in fatal crashes (3.4%), followed by collisions with a parked vehicle (2.5%) and overturns (1.7%).

MANNER OF COLLISION

The manner of collision refers to the way in which two or more motor vehicles in transport impact each other in the first harmful event of the collision. If the first harmful event does not involve two or more motor vehicles in transit, then the manner of collision is not applicable. If, for example, the first harmful event in a traffic collision involves a motor vehicle colliding with a train, the manner of collision should be "not collision with motor vehicle in transit" since a train is not classified as a motor vehicle.

In 1999, the leading manner of collision for all CMV crashes was the angle collision, accounting for 35% of all reported CMV crashes during the year. This was followed by "rear end" collisions and the "not collision with motor vehicle in transit". Similarly, more than half of the fatal collisions were angle collisions, followed by rear-end collisions (17.6%) and head-on collisions (17.6%).

Head-on CMV collisions are, by far, the most devastating, with 22.2% of these crashes resulting in fatalities. A distant second to head-on collisions, "sideswipe – opposite direction" collisions comprise 7.4% of fatal CMV collisions.

Part II - Collision Characteristics

There are many characteristics associated with CMV collisions. Patterns in these characteristics can provide insight into the cause of collisions and may ultimately lead to effective countermeasures for reducing the number of collisions that occur and minimizing the severity of those that will still occur. The data provided on the following pages may raise interesting questions for those interested in highway safety. These questions may in turn lead to research, which addresses a particular collision characteristic. Here are some examples of CMV collision characteristics for 1999:

A. Driver

- ◆ Males make up the vast majority of CMV drivers in collisions, likely mirroring the population of CMV drivers.
- ◆ The Apparent Driver Condition (ADC) of almost 96% of CMV drivers involved in crashes was "Appeared Normal". Less than one-half of one percent of CMV driver's ADC was "Had Been Drinking"
- ◆ Female drivers were involved in 28.6% of all traffic collisions in S.C. in 1999, yet they made up 42.1% of Non-CMV drivers involved in collisions with CMV's.

B. Time

- ◆ Fatal collisions occurred much more often during the day than at night.
- ◆ The month of October had the most fatal collisions (15), followed by September and November (13) making that three-month period the deadliest time of the year for CMV crashes.
- ◆ CMV collisions are much more likely to occur during the week (Monday-Friday) as opposed to weekend. More fatal CMV collisions occurred on Thursday (27) and Tuesday (25).

C. Location

- ◆ More CMV collisions and fatal CMV collisions occurred on U.S. primary routes than any other route category.
- ◆ U.S. primary routes account for 10% greater proportion of fatal CMV collisions than it does for all CMV collisions.
- ◆ Spartanburg (243) and Greenville (229) had more CMV collisions than any other county. Richland had the most fatal collisions (8), followed by Orangeburg and Anderson (7).

D. Environment

- ◆ The vast majority of CMV collisions occurred during the day in clear weather, and on dry, straight, and level roads.

E. Vehicles

- ◆ Tractors with Semi-Trailers comprised 60.4% of CMV's involved in collisions.
- ◆ Less than 3% of CMV's involved in all collisions and fatal collisions were carrying hazardous materials.

AGE AND SEX OF CMV DRIVERS INVOLVED IN CMV TRAFFIC COLLISIONS

TOTAL COLLISION DRIVERS			
AGE	MALE	FEMALE	TOTAL
<=14	1	0	1
15 to 24	199	10	209
25 to 34	734	48	782
35 to 44	880	63	943
45 to 54	645	46	691
55 to 64	300	10	310
65 to 74	51	0	51
75 to 84	6	0	6
85 & Older	1	0	1
UNKNOWN AGE	6	0	6
UNKNOWN SEX	-	-	66
TOTALS	2,823	177	3,066

FATAL COLLISION DRIVERS			
AGE	MALE	FEMALE	TOTAL
<=14	0	0	0
15 to 24	4	0	4
25 to 34	30	1	31
35 to 44	41	2	43
45 to 54	36	3	39
55 to 64	18	0	18
65 to 74	3	0	3
75 to 84	1	0	1
85 & Older	0	0	0
UNKNOWN AGE	0	0	0
UNKNOWN SEX	-	-	3
TOTALS	133	6	142

INJURY COLLISION DRIVERS			
AGE	MALE	FEMALE	TOTAL
<=14	1	0	1
15 to 24	100	5	105
25 to 34	372	34	406
35 to 44	430	35	465
45 to 54	299	29	328
55 to 64	155	3	158
65 to 74	20	0	20
75 to 84	1	0	1
85 & Older	1	0	1
UNKNOWN AGE	2	0	2
UNKNOWN SEX	-	-	31
TOTALS	1,381	106	1,518

PROPERTY DAMAGE ONLY COLLISION DRIVERS			
AGE	MALE	FEMALE	TOTAL
<=14	0	0	0
15 to 24	95	5	100
25 to 34	332	13	345
35 to 44	409	26	435
45 to 54	310	14	324
55 to 64	127	7	134
65 to 74	28	0	28
75 to 84	4	0	4
85 & Older	0	0	0
UNKNOWN AGE	4	0	4
UNKNOWN SEX	-	-	32
TOTALS	1,309	65	1,406

* Includes drivers whose sex or age were not recorded on the report, hit and run collisions for which driver information was not available and parked cars with no driver.

AGE AND SEX OF NON-CMV DRIVERS INVOLVED IN CMV TRAFFIC COLLISIONS

TOTAL COLLISION DRIVERS			
AGE	MALE	FEMALE	TOTAL
<=14	0	0	0
15 to 24	315	225	540
25 to 34	306	269	575
35 to 44	275	203	478
45 to 54	226	163	389
55 to 64	155	97	252
65 to 74	100	59	159
75 to 84	70	37	107
85 & Older	13	5	18
UNKNOWN AGE	12	1	13
UNKNOWN SEX	-	-	108
TOTALS	1,472	1,059	2,639

FATAL COLLISION DRIVERS			
AGE	MALE	FEMALE	TOTAL
<=14	0	0	0
15 to 24	14	9	23
25 to 34	8	7	15
35 to 44	12	12	24
45 to 54	11	11	22
55 to 64	8	5	13
65 to 74	6	6	12
75 to 84	10	3	13
85 & Older	2	0	2
UNKNOWN AGE	0	0	0
UNKNOWN SEX	-	-	2
TOTALS	71	53	126

INJURY COLLISION DRIVERS			
AGE	MALE	FEMALE	TOTAL
<=14	0	0	0
15 to 24	171	122	293
25 to 34	172	175	347
35 to 44	145	122	267
45 to 54	115	97	212
55 to 64	72	62	134
65 to 74	54	36	90
75 to 84	24	19	43
85 & Older	4	3	7
UNKNOWN AGE	5	1	6
UNKNOWN SEX	-	-	50
TOTALS	762	637	1,449

PROPERTY DAMAGE ONLY COLLISION DRIVERS			
AGE	MALE	FEMALE	TOTAL
<=14	0	0	0
15 to 24	130	94	224
25 to 34	126	87	213
35 to 44	118	69	187
45 to 54	100	55	155
55 to 64	75	30	105
65 to 74	40	17	57
75 to 84	36	15	51
85 & Older	7	2	9
UNKNOWN AGE	7	0	7
UNKNOWN SEX	-	-	56
TOTALS	639	369	1,064

* Includes drivers whose sex or age were not recorded on the report, hit and run collisions for which driver information was not available and parked cars with no driver.

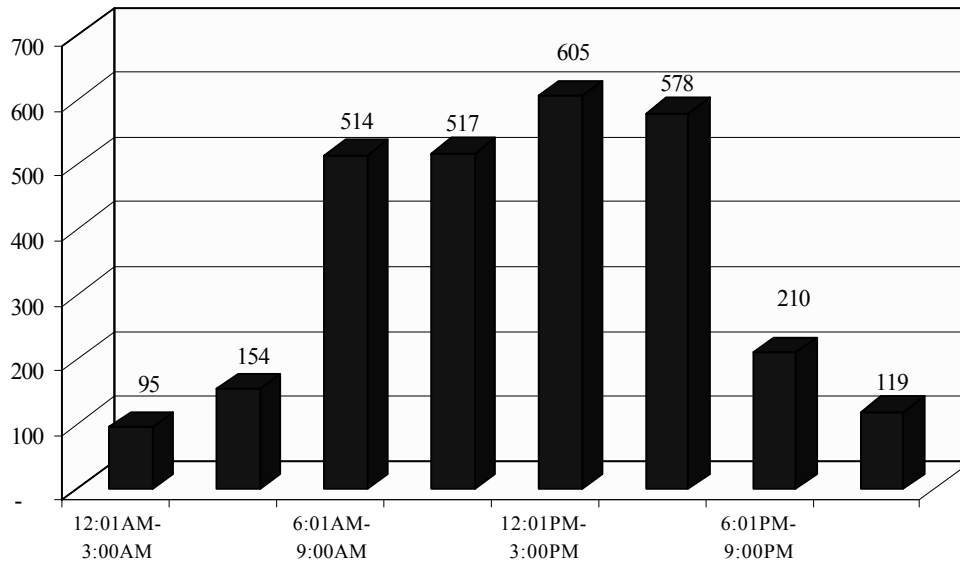
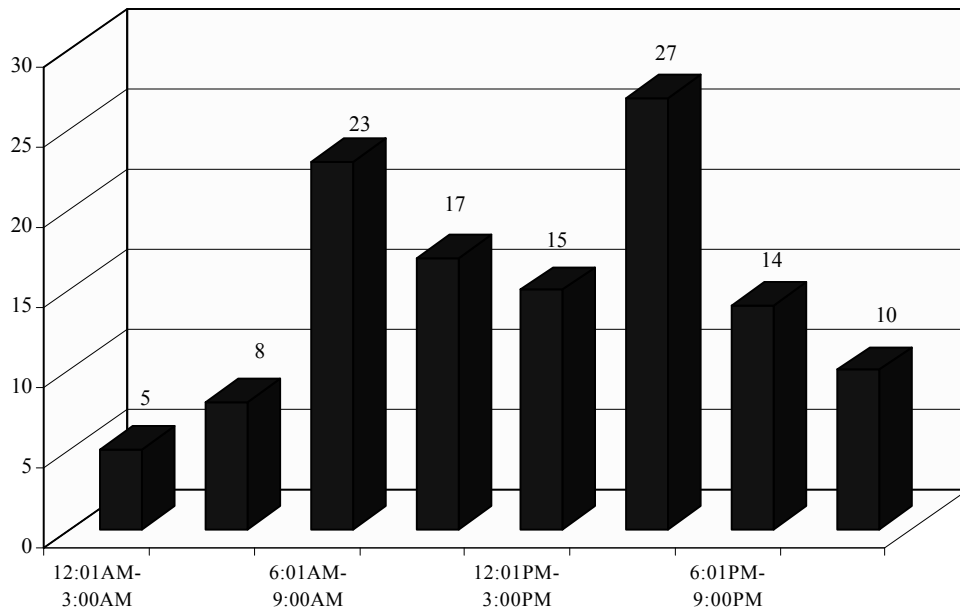
APPARENT DRIVER CONDITION**

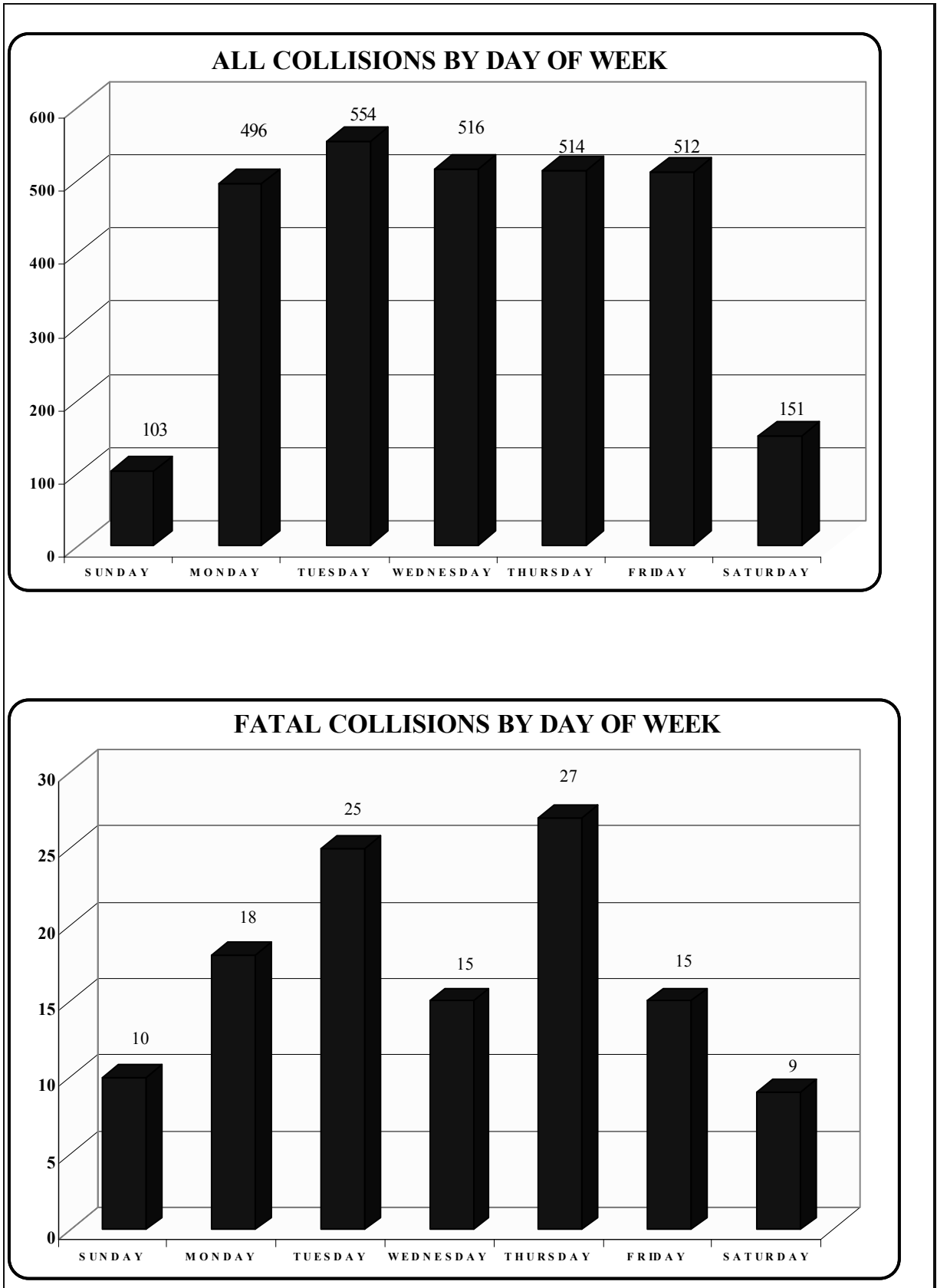
APPARENT DRIVER CONDITION	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PDO*			
UNKNOWN	20	65	50	135	30	121
APPEARED NORMAL	118	1426	1338	2882	136	2729
HAD BEEN DRINKING	2	7	4	13	2	11
SICK	0	4	1	5	0	4
FATIGUE	0	10	6	16	0	17
ASLEEP	2	4	6	12	2	6
MEDICATION	0	2	1	3	0	4
TOTALS	142	1518	1406	3066	170	2892

*Property Damage Only

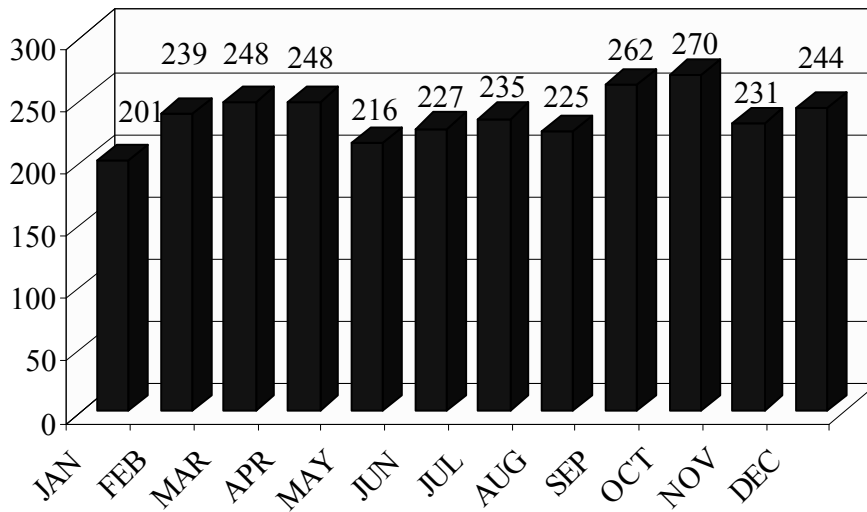
**This table represents all CMV drivers in qualified accidents, therefore totals may not be the same as in other tables

NOTE: STARTING IN 2001 THE FEDERAL GOVERNMENT WILL NO LONGER REQUIRE STATES TO REPORT THIS DATA ELEMENT THROUGH SAFETYNET. IT WAS DEEMED TOO DIFFICULT FOR THE RESPONDING OFFICER, SEVERAL MINUTES AFTER THE COLLISION, TO DETERMINE THE PHYSICAL OR MENTAL STATE OF THE DRIVER AT THE TIME OF THE COLLISION

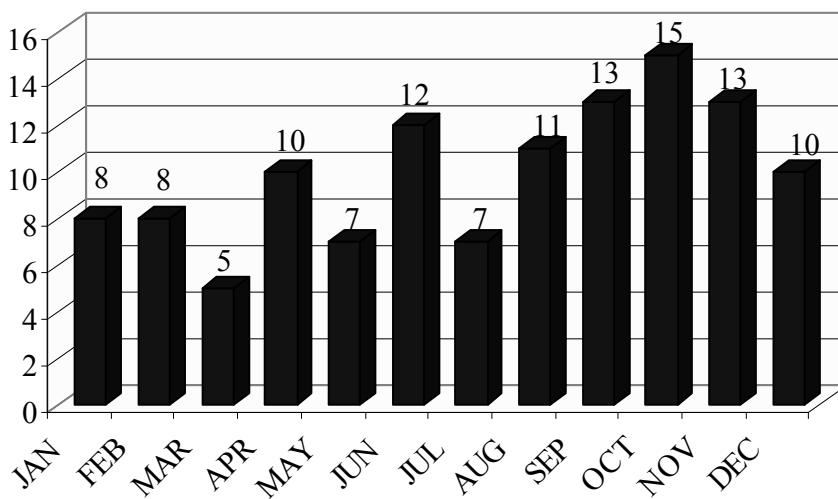
ALL COLLISIONS BY TIME OF DAY**FATAL COLLISIONS BY TIME OF DAY**

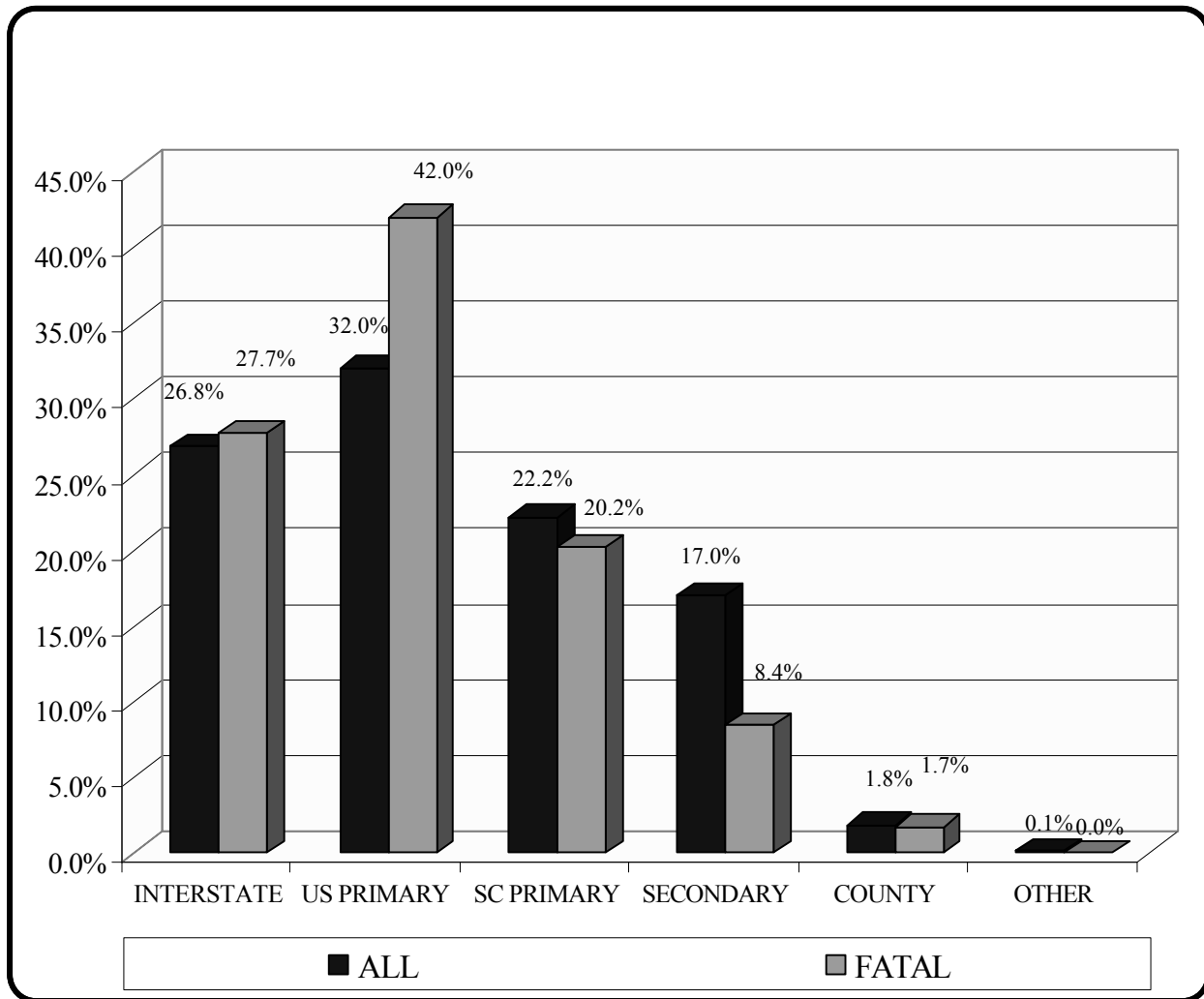


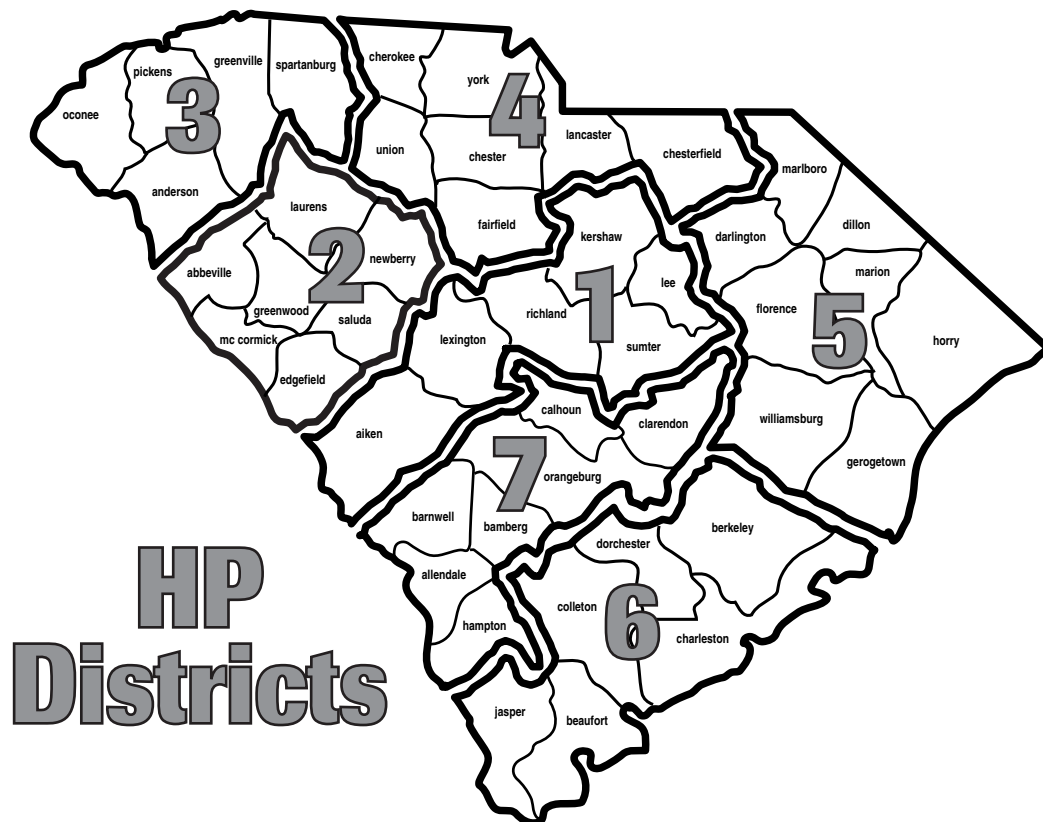
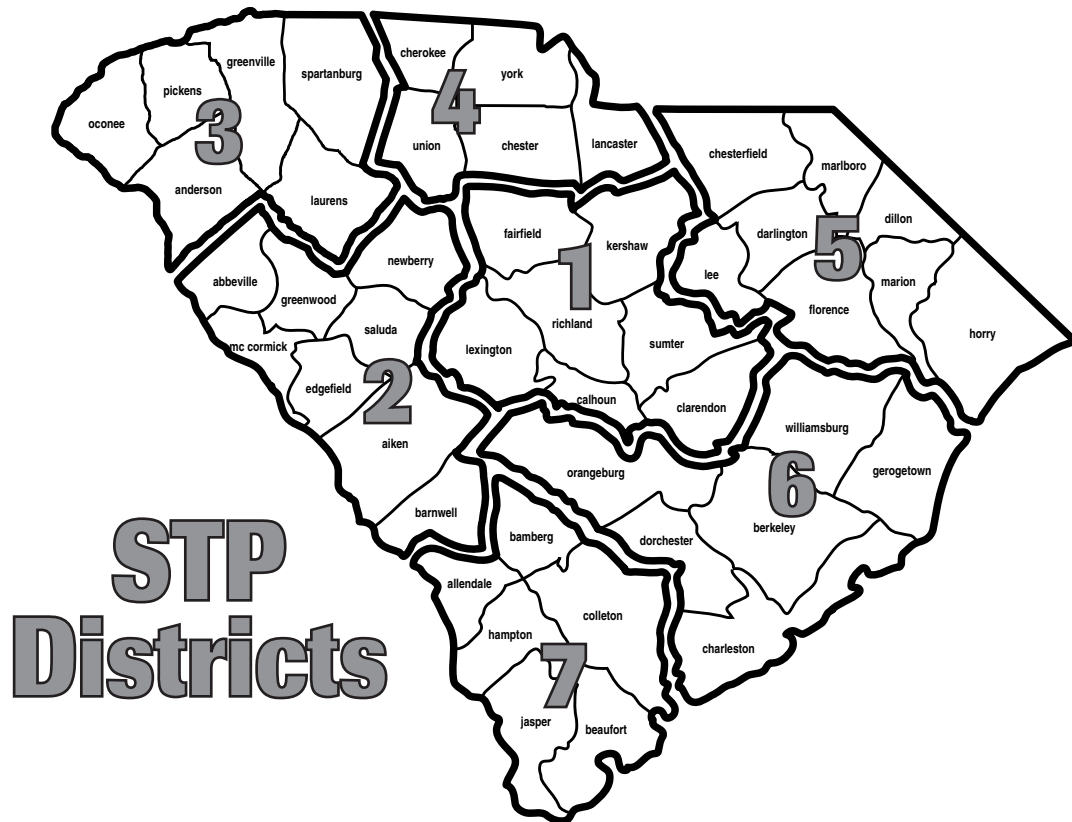
ALL TRAFFIC COLLISIONS BY MONTH



FATAL TRAFFIC COLLISIONS BY MONTH



ALL AND FATAL CMV COLLISIONS BY ROUTE CATEGORY



CMV COLLISIONS BY STATE TRANSPORT POLICE DISTRICT

STP HIGHWAY DISTRICT	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PDO*			
1	20	239	212	471	26	497
2	12	97	93	202	14	192
3	20	334	344	698	23	560
4	15	131	154	300	17	276
5	20	251	198	469	21	492
6	20	289	189	498	21	522
7	12	75	121	208	15	128
TOTALS	119	1416	1311	2846	137	2667

*P PROPERTY DAMAGE ONLY

CMV COLLISIONS BY HIGHWAY PATROL DISTRICT

HP HIGHWAY DISTRICT	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PDO*			
1	24	258	224	506	30	549
2	7	62	73	142	7	104
3	19	316	324	659	22	539
4	17	177	182	376	19	349
5	20	257	199	476	22	497
6	19	261	211	491	22	489
7	13	85	98	196	15	140
TOTALS	119	1416	1311	2846	137	2667

*P PROPERTY DAMAGE ONLY

CMV COLLISIONS BY STATE TRANSPORT POLICE DISTRICT

STP HIGHWAY DISTRICT	TOTAL COLLISIONS	TOTAL ROAD MILES*	TOTAL NUMBER OF MOTOR CARRIERS**	TOTAL NUMBER OF PATROL OFFICERS***
1	471	7216.89	1343	18
2	202	6062.14	689	11
3	698	6715.26	2519	14
4	300	4392.96	917	11
5	469	7300.33	1267	12
6	498	6104.21	1057	17
7	208	3745.10	602	10
TOTALS	2846	41536.89	8394	93

*Source: South Carolina Department of Transportation. Includes roads in the State Highway System, excluding county roads.

**These figures count only the number of interstate carriers with USDOT registration numbers. Therefore, the total number of carriers are underrepresented by these numbers.

***This includes only officers assigned to a specific district as of August 14, 2000.

CMV COLLISIONS BY HIGHWAY PATROL DISTRICT

HP HIGHWAY DISTRICT	TOTAL COLLISIONS	TOTAL ROAD MILES*	TOTAL NUMBER OF MOTOR CARRIERS**	TOTAL NUMBER OF PATROL OFFICERS***
1	506	7318.96	1526	129
2	142	5009.45	453	80
3	659	5662.26	2444	166
4	376	6119.77	1107	94
5	476	7303.08	1179	118
6	491	4986.66	1080	98
7	196	5136.71	605	72
TOTALS	2846	41536.89	8394	757

*Source: South Carolina Department of Transportation. Includes roads in the State Highway System, excluding county roads.

**These figures count only the number of interstate carriers with USDOT registration numbers. Therefore, the total number of carriers are underrepresented by these numbers.

***This includes only officers assigned to a specific district as of July 2000.

BUS COLLISIONS BY STATE TRANSPORT POLICE DISTRICT

STP HIGHWAY DISTRICT	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PDO*			
1	1	27	11	39	1	96
2	1	4	5	10	2	36
3	1	25	12	38	1	117
4	0	7	7	14	0	62
5	0	24	7	31	0	113
6	1	20	13	34	1	102
7	0	5	6	11	0	19
TOTALS	4	112	61	177	5	545

*P PROPERTY DAMAGE ONLY

BUS COLLISIONS BY HIGHWAY PATROL DISTRICT

HP HIGHWAY DISTRICT	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PDO*			
1	2	29	10	41	3	120
2	0	3	6	9	0	12
3	1	24	10	35	1	116
4	0	8	10	18	0	63
5	0	22	8	30	0	111
6	1	23	14	38	1	119
7	0	3	3	6	0	4
TOTALS	4	112	61	177	5	545

*P PROPERTY DAMAGE ONLY

NOTE: IN CMV COLLISIONS A "BUS" IS CONSIDERED TO BE ANY MOTOR VEHICLE DESIGNED TO TRANSPORT 16 OR MORE PERSONS, INCLUDING THE DRIVER.

TRAFFIC COLLISIONS INVOLVING SCHOOL BUSES***

COLLISIONS BY YEAR

YEAR	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
1995	3	140	520	663	3	534
1996	4	135	392	531	8	442
1997	1	152	220	373	1	580
1998	2	115	184	301	2	453
1999	3	103	235	341	4	473
TOTALS	13	645	1,551	2,209	18	2,482

*Property Damage Only

COLLISIONS BY MONTH

MONTH	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
January	0	9	16	25	0	18
February	0	17	20	37	0	124
March	0	14	33	47	0	70
April	0	9	30	39	0	43
May	1	9	13	23	1	42
June	0	2	6	8	0	6
July	0	2	3	5	0	3
August	1	2	16	19	1	21
September	1	8	31	40	2	26
October	0	7	16	23	0	16
November	0	11	33	44	0	64
December	0	13	18	31	0	40
TOTALS	3	103	235	341	4	473

*Property Damage Only

COLLISIONS BY LIGHT AND WEATHER CONDITIONS

LIGHT & WEATHER	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
Day & Clear/Cloudy	3	81	176	260	4	421
Dark & Clear/Cloudy	0	7	21	28	0	13
Day & Rain	0	9	30	39	0	30
Dark & Rain	0	1	2	3	0	1
Day & Other Weather	0	2	4	6	0	2
Dark & Other Weather	0	3	2	5	0	6
TOTALS	3	103	235	341	4	473

*Property Damage Only

**Includes all fatalities and injuries in the collision, not just to the schoolbus riders.

***Source: "South Carolina Traffic Collision Factbook 1999", Department of Public Safety. These tables include all schoolbus collisions, not just those meeting the SAFETYNET criteria for a CMV collision. Therefore, numbers here do not necessarily match those presented in other tables reporting bus collision statistics

TRAFFIC COLLISIONS INVOLVING SCHOOL BUSES***

COLLISIONS BY DAY OF WEEK

DAY OF WEEK	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
Sunday	0	1	1	2	0	1
Monday	0	20	39	59	0	100
Tuesday	0	24	52	76	0	59
Wednesday	2	22	48	72	3	83
Thursday	1	22	47	70	1	139
Friday	0	13	46	59	0	87
Saturday	0	1	2	3	0	4
TOTALS	3	103	235	341	4	473

*P roperty Damage Only

COLLISIONS BY TIME OF DAY

TIME OF DAY	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
12:01am-3:00am	0	1	0	1	0	1
3:01am-6:00am	0	0	2	2	0	0
6:01am-9:00am	2	40	85	127	3	214
9:01am-Noon	0	7	18	25	0	13
12:01pm-3:00pm	1	22	45	68	1	132
3:01pm-6:00pm	0	32	77	109	0	111
6:01pm-9:00pm	0	1	4	5	0	2
9:01pm-Midnight	0	0	4	4	0	0
TOTALS	3	103	235	341	4	473

*P roperty Damage Only

COLLISIONS BY WHO CONTRIBUTED TO CRASH

UNITS INVOLVED	COLLISION TYPE			Totals
	Fatal	Injury	PDO*	
Bus Driver Contributed	0	36	96	132
Bus Driver Did Not Contribute	3	71	141	215
TOTAL SCHOOL BUS DRIVERS	3	107	237	347
Other Driver Contributed	3	61	129	193
Other Driver Did Not Contribute	0	45	109	154
TOTAL OTHER DRIVERS	3	106	238	347
TOTALS	6	213	475	694

*P roperty Damage Only

**Includes all fatalities and injuries in the collision, not just to the school bus riders.

***Source: "South Carolina Traffic Collision Factbook 1999", Department of Public Safety. These tables include all school bus collisions, not just those meeting the SAFETYNET criteria for a CMV collision. Therefore, numbers here do not necessarily match those presented in other tables reporting bus collision statistics

TRAFFIC COLLISIONS ON SOUTH CAROLINA INTERSTATES

INTERSTATE 85	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
ANDERSON	6	21	28	55	8	41	36.57
CHEROKEE	3	13	25	41	3	26	22.80
GREENVILLE	0	24	35	59	0	30	15.29
OCONEE	0	3	2	5	0	3	4.03
SPARTANBURG	0	36	45	81	0	46	27.59
I-85 TOTAL	9	97	135	241	11	146	106.28

INTERSTATE 26	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
BERKELEY	0	11	7	18	0	11	17.55
CALHOUN	1	8	4	13	1	20	17.44
CHARLESTON	0	32	21	53	0	47	16.95
DORCHESTER	0	2	3	5	0	2	17.42
LAURENS	0	2	4	6	0	2	15.58
LEXINGTON	0	17	18	35	0	32	31.55
NEWBERRY	1	5	3	9	1	9	27.96
ORANGEBURG	1	6	23	30	1	8	28.28
RICHLAND	1	7	5	13	1	9	16.07
SPARTANBURG	1	8	9	18	1	11	45.69
I-26 TOTALS	5	98	97	200	5	151	234.49

INTERSTATE 95	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
CLARENDON	0	1	7	8	0	5	34.22
COLLETON	2	6	11	19	2	16	28.30
DARLINGTON	0	0	0	0	0	0	1.57
DILLON	1	11	18	30	1	22	23.77
DORCHESTER	1	3	3	7	1	8	16.04
FLORENCE	2	10	11	23	3	17	28.22
HAMPTON	1	0	2	3	1	0	6.61
JASPER	1	5	17	23	4	9	33.90
ORANGEBURG	0	2	2	4	0	4	14.84
SUMTER	1	1	4	6	2	1	12.86
I-95 TOTALS	9	39	75	123	14	82	200.33

INTERSTATE 20	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
AIKEN	2	14	9	25	2	33	37.17
DARLINGTON	0	4	2	6	0	7	13.01
FLORENCE	0	2	3	5	0	7	2.11
KERSHAW	1	4	2	7	1	10	21.26
LEE	0	0	0	0	0	0	20.33
LEXINGTON	3	6	13	22	5	13	26.95
RICHLAND	1	9	16	26	1	16	20.43
I-20 TOTALS	7	39	45	91	9	86	141.26

INTERSTATE 77	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
CHESTER	0	4	4	8	0	5	18.82
FAIRFIELD	0	5	6	11	0	7	21.46
LEXINGTON	0	3	0	3	0	7	3.16
RICHLAND	1	5	11	17	1	8	26.27
YORK	2	15	20	37	3	24	21.34
I-77 TOTALS	3	32	41	76	4	51	91.05

*P ro perty Damage Only

TOP 5 HIGHWAYS FOR CMV TRAFFIC COLLISIONS**

U.S. 17	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
BEAUFORT	1	4	5	10	1	4	12.65
BERKELEY	1	0	0	1	1	1	38.37
CHARLESTON	1	21	10	32	1	40	74.72
COLLETON	1	3	8	12	1	10	17.31
GEORGETOWN	0	11	8	19	0	12	38.02
HORRY	1	9	8	18	1	12	35.88
JASPER	1	4	4	9	1	10	42.28
U.S. 17 TOTALS	6	52	43	101	6	89	259.23
U.S. 76	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
ANDERSON	0	1	3	4	0	1	39.40
FLORENCE	0	3	5	8	0	4	31.09
HORRY	0	1	2	3	0	1	7.32
LAURENS	1	2	1	4	1	2	34.87
MARION	0	4	5	9	0	9	26.57
NEWBERRY	1	1	1	3	1	2	29.83
OCONEE	2	3	2	7	2	5	34.11
PICKENS	0	3	1	4	0	5	4.37
RICHLAND	1	12	6	19	1	76	46.62
SUMTER	0	11	0	11	0	18	28.66
U.S. 76 TOTALS	5	41	26	72	5	123	282.84
U.S. 25	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
AIKEN	0	6	4	10	0	7	8.64
EDGEFIELD	0	2	4	6	0	3	32.24
GREENVILLE	3	16	21	40	3	24	53.89
GREENWOOD	0	4	3	7	0	7	36.99
LAURENS	0	1	0	1	0	1	8.88
U.S. 25 TOTALS	3	29	32	64	3	42	140.64
U.S. 52	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
BERKELEY	0	4	3	7	0	5	39.6
CHARLESTON	0	11	6	17	0	24	15.06
CHESTERFIELD	0	5	1	6	0	9	22.96
DARLINGTON	2	5	4	11	2	10	22.81
FLORENCE	0	8	4	12	0	10	30.57
WILLIAMSBURG	0	1	3	4	0	2	29.05
U.S. 52 TOTALS	2	34	21	57	2	60	160.05
S.C. 9	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
CHESTER	0	5	9	14	0	11	40.07
CHESTERFIELD	0	7	4	11	0	15	39.83
DILLON	0	4	3	7	0	13	31.58
HORRY	0	1	4	5	0	1	42.01
LANCASTER	0	3	5	8	0	3	21.8
MARLBORO	0	6	2	8	0	11	28.78
SPARTANBURG	0	0	1	1	0	0	31.73
UNION	0	0	2	2	0	0	20.39
S.C. 9 TOTALS	0	26	30	56	0	54	256.19

*Property Damage Only

**These are collisions on the highway's mainline route and do not include those that occurred on by-passes, business routes, etc.

CMV COLLISIONS BY COUNTY (FROM HIGHEST TO LOWEST BY TOTAL)

COUNTY	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PDO*			
SPARTANBURG	4	121	118	243	4	255
GREENVILLE	6	108	115	229	7	157
CHARLESTON	1	139	73	213	1	263
RICHLAND	8	84	73	165	9	212
LEXINGTON	4	65	67	136	6	114
HORRY	4	75	53	132	4	179
YORK	6	55	63	124	7	97
ANDERSON	7	52	64	123	9	78
ORANGEBURG	7	46	58	111	7	71
FLORENCE	2	49	45	96	3	76
AIKEN	6	48	37	91	8	102
CHEROKEE	5	33	37	75	6	64
BERKELEY	5	40	20	65	5	67
COLLETON	4	19	40	63	4	39
SUMTER	1	34	28	63	2	73
DARLINGTON	6	38	18	62	6	69
DILLON	3	25	29	57	3	58
JASPER	3	17	36	56	6	27
BEAUFORT	3	22	26	51	3	35
CHESTERFIELD	2	29	18	49	2	52
LANCASTER	4	18	26	48	4	31
GEORGETOWN	4	26	14	44	5	42
DORCHESTER	3	24	16	43	3	58
KERSHAW	3	22	16	41	3	42
PICKENS	0	22	18	40	0	33
CHESTER	0	17	22	39	0	75
LAURENS	1	18	20	39	1	21
MARLBORO	1	18	15	34	1	30
GREENWOOD	0	19	14	33	0	33
NEWBERRY	4	12	16	32	4	25
MARION	0	12	17	29	0	22
FAIRFIELD	0	17	10	27	0	21
OCONEE	2	13	9	24	2	16
WILLIAMSBURG	0	14	8	22	0	21
CLARENDON	3	5	12	20	5	10
CALHOUN	1	12	6	19	1	25
SALUDA	1	4	12	17	1	6
HAMPTON	1	5	10	16	1	7
EDGEFIELD	1	5	8	14	1	13
UNION	0	8	6	14	0	9
BAMBERG	1	7	5	13	1	12
LEE	2	5	3	10	2	6
ALLENDALE	0	5	4	9	0	8
BARNWELL	0	5	3	8	0	7
ABBEVILLE	0	3	1	4	0	4
MCCORMICK	0	1	2	3	0	2
TOTALS	119	1416	1311	2846	137	2667

*PROPERTY DAMAGE ONLY

ROAD SURFACE CONDITIONS

ROAD SURFACE CONDITIONS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
DRY	96	1,166	1,056	2,318	113	2,164
WET	23	229	232	484	24	474
ICY	0	7	15	22	0	9
SLUSHY	0	0	1	1	0	0
SNOWY	0	2	3	5	0	2
MUDDY	0	3	1	4	0	5
DEBRIS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
UNKNOWN	0	9	3	12	0	13
TOTALS	119	1,416	1,311	2,846	137	2,667

*Property Damage Only

WEATHER CONDITIONS

WEATHER CONDITIONS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
CLEAR/NO ADVERSE CONDITIONS	88	1,071	941	2,100	105	2,003
RAIN	16	162	171	349	17	335
CLOUDY	12	152	156	320	12	291
SLEET OR HAIL	0	2	1	3	0	2
SNOW	0	5	15	20	0	6
FOG, SMOG	3	23	25	51	3	29
BLOWING SAND, SOIL, DIRT, OR SNOW	0	0	1	1	0	0
SEVERE CROSS WINDS, HIGH WIND	0	1	1	2	0	1
OTHER	0	0	0	0	0	0
UNKNOWN	0	0	0	0	0	0
TOTALS	119	1,416	1,311	2,846	137	2,667

*Property Damage Only

LIGHT CONDITIONS

LIGHT CONDITIONS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
DAYLIGHT	75	1,125	1,012	2,212	89	2,187
DAWN	7	41	27	75	7	63
DUSK	1	19	18	38	1	43
DARK (LIGHTING UNSPECIFIED)	4	22	23	49	4	30
DARK (STREET LAMP LIT)	7	52	38	97	8	80
DARK (STREET LAMP NOT LIT)	1	1	8	10	1	2
DARK (NO LIGHTS)	24	156	185	365	27	262
UNKNOWN	0	0	0	0	0	0
TOTALS	119	1,416	1,311	2,846	137	2,667

*Property Damage Only

TRAFFIC CONTROLS

TRAFFIC CONTROLS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
STOP SIGN	20	173	133	326	21	347
STOP AND GO SIGNAL	4	217	147	368	5	367
YIELD SIGN	3	25	31	59	3	42
OFFICER / FLAGMAN	1	9	5	15	1	20
RR CROSSING GATES / LIGHTS	0	1	2	3	0	2
RR LIGHTS	0	0	2	2	0	0
NONE	87	925	904	1,916	103	1,791
OTHER SIGNS	3	45	61	109	3	69
RR CROSSBUCKS	0	3	1	4	0	4
UNKNOWN	1	18	25	44	1	25
TOTALS	119	1,416	1,311	2,846	137	2,667

*Property Damage Only

ROAD CHARACTER

ROAD CHARACTER	COLLISION TYPE			TOTAL	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PDO*			
STRAIGHT - LEVEL	84	1,031	929	2,044	100	2,000
STRAIGHT - ON GRADE	21	206	206	433	22	392
STRAIGHT - HILLCREST	1	23	27	51	1	30
STRAIGHT SUBTOTAL	106	1,260	1,162	2,528	123	2,422
CURVE - LEVEL	9	94	80	183	10	152
CURVE - ON GRADE	4	57	63	124	4	87
CURVE - HILLCREST	0	5	6	11	0	6
CURVE SUBTOTAL	13	156	149	318	14	245
TOTALS	119	1,416	1,311	2,846	137	2,667

*Property Damage Only

ROAD DEFECTS

ROAD DEFECTS	COLLISION TYPE			TOTAL	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PDO*			
NONE	116	1,357	1,242	2,715	134	2,532
SHOULDER DEFECT	1	5	9	15	1	11
SOFT SHOULDER	0	3	6	9	0	7
LOW SHOULDER	1	6	3	10	1	9
HIGH SHOULDER	0	1	2	3	0	1
RUTS, HOLES, BUMPS	1	4	4	9	1	8
WORN, POLISHED SURFACE	0	2	2	4	0	2
CONSTRUCTION/MAINTENANCE	0	33	42	75	0	89
OTHER	0	4	1	5	0	5
UNKNOWN	0	1	0	1	0	3
TOTALS	119	1,416	1,311	2,846	137	2,667

*Property Damage Only

LOCALE

LOCALE	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
OPEN COUNTRY	87	801	871	1,759	102	1,350
RESIDENTIAL	7	135	87	229	8	412
SHOPPING OR BUSINESS	24	414	301	739	26	796
MANUFACTURING/INDUSTRIAL	1	35	26	62	1	47
SCHOOL OR PLAYGROUND	0	9	4	13	0	28
HOSPITAL	0	4	4	8	0	5
OTHER	0	18	16	34	0	29
UNKNOWN	0	0	2	2	0	0
TOTALS	119	1,416	1,311	2,846	137	2,667

*Property Damage Only

**VISION OBSTRUCTION FOR ALL UNITS
INVOLVED IN TRAFFIC COLLISIONS****

VISION OBSTRUCTION	COLLISION TYPE			TOTAL
	FATAL	INJURY	PDO*	
NONE	268	2,920	2,428	5,616
BUILDING	0	4	3	7
SIGN	0	0	1	1
VEGETATION	1	7	1	9
SNOW BANK	0	0	0	0
HILL	0	4	9	13
CURVE IN ROAD	0	11	4	15
VEHICLE	2	15	7	24
SUNLIGHT, HEADLIGHT	2	14	4	20
OTHER (DUST, SMOKE, ETC.)	2	10	20	32
TOTALS	275	2,985	2,477	5,737

*Property Damage Only

**The figures for vision obstruction apply to each unit involved in CMV traffic collisions in 1999; therefore, these totals do not match other totals in this section.

COLLISION LOCATION

COLLISION LOCATION	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PDO*			
OTHER/UNKNOWN	1	8	3	12	1	12
TWO-WAY TRAFFIC/NO SEPARATION	59	765	618	1442	66	1530
TWO-WAY TRAFFIC/ MEDIAN	44	406	390	840	51	744
DIVIDED TRAFFIC, MEDIAN, BARRIER	12	205	245	462	13	328
ONE-WAY TRAFFIC	3	32	55	90	6	53
TOTALS	119	1416	1311	2846	137	2667

*PROPERTY DAMAGE ONLY

ACCESS CONTROL

ACCESS CONTROL	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PDO*			
UNKNOWN	1	10	9	20	1	16
UNLIMITED ACCESS	88	1038	868	1994	99	1993
ONLY RAMP ENTRY OR EXIT	29	298	383	710	36	525
OTHER	1	70	51	122	1	133
TOTALS	119	1416	1311	2846	137	2667

*PROPERTY DAMAGE ONLY



CARGO BODY TYPE**

CARGO BODY TYPE	COLLISION TYPE			TOTALS
	FATAL	INJURY	PDO*	
BUS	4	127	64	195
VAN/ENCLOSED BOX	67	583	619	1269
CARGO TANK	11	84	75	170
FLAT BED	25	194	212	431
DUMP	14	174	147	335
CONCRETE MIXER	1	34	21	56
AUTO TRANSPORT	1	19	21	41
GARBAGE OR REFUSE	1	45	21	67
OTHER	18	258	226	502
TOTALS	142	1518	1406	3066

*P roperty Damage Only

**This table refers to all CMV units involved in collisions; therefore, totals here may not match those in other tables.

VEHICLE CONFIGURATION**

VEHICLE CONFIGURATION	COLLISION TYPE			TOTALS
	FATAL	INJURY	PDO*	
ANY 4 TIRE VEHICLE	0	1	2	3
BUS	4	123	64	191
SINGLE UNIT (2AXLES/SIX TIRES)	13	223	170	406
SINGLE UNIT (3+ AXLES)	8	147	119	274
TRUCK WITH TRAILER	7	65	50	122
TRUCK TRACTOR (BOBTAIL)	1	59	42	102
TRACTOR WITH SEMI-TRAILER	96	830	889	1815
TRACTOR W/ DOUBLE TRAILER	4	14	20	38
OTHER-UNABLE TO CLASSIFY	9	56	50	115
TOTALS	142	1518	1406	3066

*P roperty Damage Only

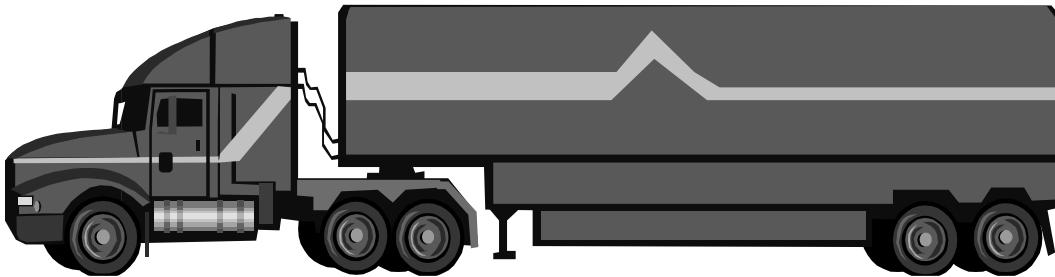
**This table refers to all CMV units involved in collisions, therefore totals here may not match those in other tables

UNIT TYPES**

UNIT TYPES	COLLISION TYPE			
	FATAL	INJURY	PDO*	TOTALS
AUTOMOBILE	89	1037	724	1850
PICKUP TRUCK	19	252	217	488
TRUCK TRACTOR	112	975	1019	2106
OTHER TRUCK	32	449	366	847
FULL SIZE VAN	1	45	26	72
MINI VAN	9	65	45	119
MOTORCYCLE	1	6	0	7
BICYCLE	0	4	0	4
PEDESTRIAN	7	12	0	19
TRAIN	0	2	7	9
SCHOOL BUS	2	80	48	130
PASSENGER BUS	2	46	16	64
OTHER	1	10	7	18
UNKNOWN (HIT & RUN ONLY)	0	2	2	4
TOTAL	275	2985	2477	5737

*Property Damage Only

**This table includes all units involved in CMV collisions



VEHICLE USE IN CMV COLLISIONS (EXCLUDES PEDESTRIANS) **

VEHICLE USE	COLLISION TYPE			
	FATAL	INJURY	PDO*	TOTALS
PERSONAL	123	1418	1002	2543
DRIVER TRAINING	0	1	0	1
CONSTRUCTION / MAINT.	19	220	203	442
AMBULANCE	1	6	2	9
MILITARY	0	1	2	3
TRANSPORT PASSENGERS	4	121	67	192
TRANSPORT PROPERTY	102	1012	1045	2159
FARM USE	1	14	10	25
WRECKER OR TOW	1	16	16	33
POLICE	0	2	5	7
GOVERNMENT	0	15	9	24
FIRE FIGHTING	2	7	3	12
LOGGING TRUCK	7	27	39	73
CONTAINER TRUCK	6	69	45	120
OTHER	2	43	26	71
NOT STATED	0	1	3	4
TOTAL	268	2973	2477	5718

*PROPERTY DAMAGE ONLY

**EXCLUDING PEDESTRIANS, THIS TABLE INCLUDES ALL UNITS INVOLVED IN CMV COLLISIONS

Part III - Collision Consequences

The consequences of traffic collisions extend beyond those persons directly affected and are measured in both human and economic terms. The economic costs consider that portion of financial loss born by society, i.e. medical costs, property damage, lost productivity, etc. Opposite the economic losses are the intangible human costs associated with the grief and suffering that accompany a traffic death or injury. On the following pages, statistics related to estimated economic cost, traffic injuries, fatalities and restraint usage are presented. Some important observations in the 1999 data are as follows:

- ◆ Economic loss from CMV involved collisions decreased 2.5% from 1998 to 1999.
- ◆ Males accounted for 90% of the fatalities of CMV occupants, while males and females accounted for basically the same proportion of fatalities of Non-CMV vehicles.
- ◆ 22.4% of Non-CMV occupant fatalities were persons under age 25. Of the 21 CMV occupant fatalities, only one person was under 25.
- ◆ There were 42 CMV occupants totally ejected from the vehicles in which they were riding. Of these, 12 or 28.5% were killed. Of the 3,667 CMV occupants not ejected, 7 or 0.19% were killed.
- ◆ There were 193 Non-CMV occupants in CMV collisions that were totally ejected from their vehicles. Of these 56 or 29% were killed. Of the 3,354 Non-CMV occupants not ejected, 36 or 1.1% were killed.
- ◆ The latest safety belt survey indicated a 65.2% restraint usage rate for drivers and passengers of all motor vehicles. This is up from 64.8% in 1998.
- ◆ In CMV collisions, because of the sheer size and weight of the vehicles involved, restraint usage becomes a major factor in predicting injury severity. Of the 402 Non-CMV occupants in CMV collisions that were not restrained, 41 or 10.5% sustained fatal injuries. Of the 3,356 Non-CMV occupants that were using some form of restraint device, 55 or 1.6% sustained fatal injuries.
- ◆ 1% of CMV occupants that were not using any type of restraint equipment sustained fatal injuries. 0.3% of restrained CMV occupants were killed.

TRAFFIC COLLISION VICTIM PROFILE
INJURIES* BY AGE AND SEX
CMV OCCUPANTS ONLY

SEX	AGE	NOT INJURED	POSSIBLY INJURED	NON- INCAPAC- ITATING	INCAPAC- ITATING	FATAL	TOTALS
M A L E	Under 4	7	1	0	0	0	8
	4-14	47	134	7	1	0	189
	15-24	226	77	9	3	1	316
	25-34	670	101	43	13	2	829
	35-44	798	93	51	10	2	954
	45-54	571	58	38	8	11	686
	55-64	270	28	15	6	3	322
	65-74	46	4	4	2	0	56
	75-84	7	0	0	0	0	7
	85+	16	3	0	1	0	20
	Unknown	3	1	0	0	0	4
SUBTOTAL		2,661	500	167	44	19	3,391

F E M A L E	Under 4	4	0	0	0	0	4
	4-14	45	130	12	3	0	190
	15-24	46	79	0	0	0	125
	25-34	52	27	5	0	1	85
	35-44	69	17	2	0	1	89
	45-54	48	26	1	1	0	76
	55-64	18	11	0	0	0	29
	65-74	2	3	0	0	0	5
	75-84	1	0	0	0	0	1
	85+	1	10	0	0	0	11
	Unknown	1	0	0	0	0	1
SUBTOTAL		287	303	20	4	2	616

U N K N O W N	Under 4	0	0	0	0	0	0
	4-14	0	0	0	0	0	0
	15-24	1	0	0	0	0	1
	25-34	0	0	0	0	0	0
	35-44	0	0	0	0	0	0
	45-54	0	0	0	0	0	0
	55-64	0	0	0	0	0	0
	65-74	0	0	0	0	0	0
	75-84	0	0	0	0	0	0
	85+	4	0	0	0	0	4
	Unknown	2	0	0	0	0	2
SUBTOTAL		7	0	0	0	0	7
GRAND TOTAL		2,955	803	187	48	21	4,014

* See Definitions for a description of each injury type

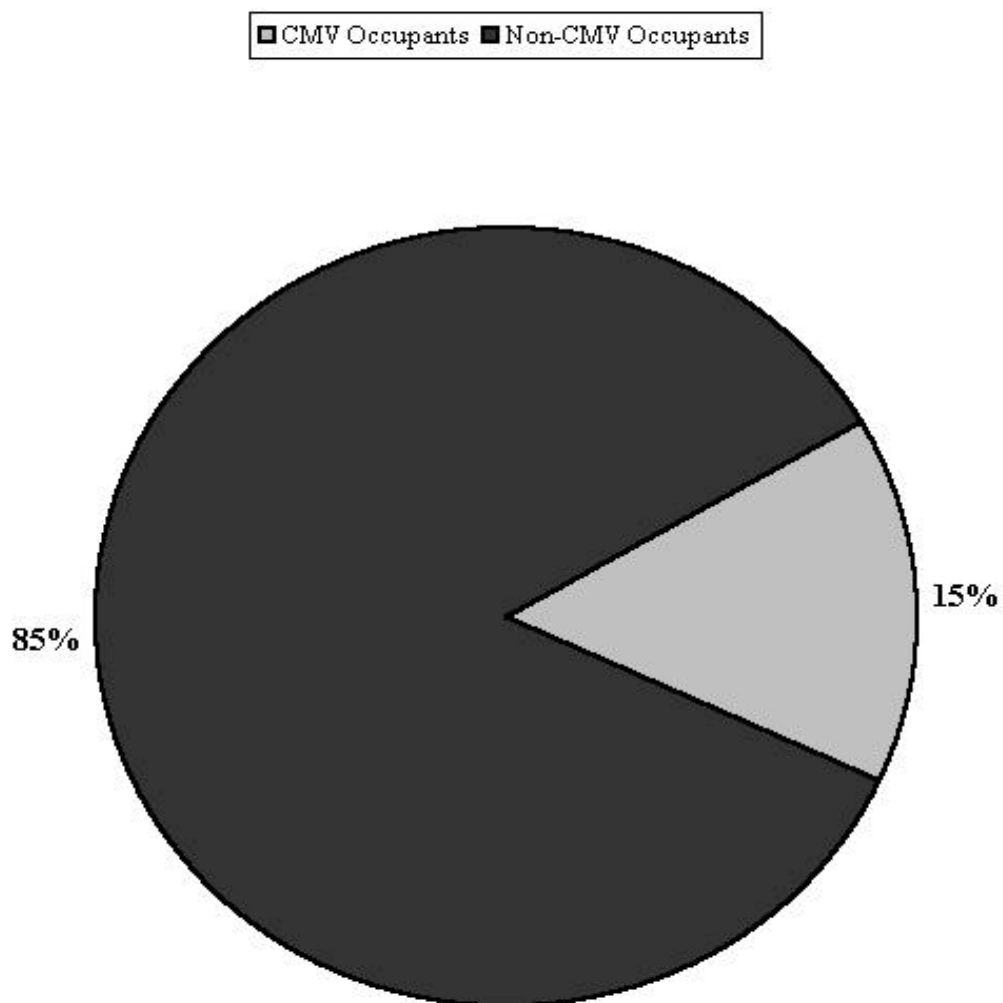
TRAFFIC COLLISION VICTIM PROFILE **INJURIES* BY AGE AND SEX** **NON-CMV OCCUPANTS ONLY**

SEX	AGE	NOT INJURED	POSSIBLY INJURED	NON- INCAPAC- ITATING	INCAPAC- ITATING	FATAL	TOTALS
M A L E	Under 4	32	12	4	2	1	51
	4-14	76	42	18	4	2	142
	15-24	282	100	57	39	11	489
	25-34	220	107	40	21	10	398
	35-44	207	62	42	19	8	338
	45-54	177	51	24	13	6	271
	55-64	112	28	23	7	7	177
	65-74	76	16	14	8	4	118
	75-84	48	8	11	3	5	75
	85+	23	2	1	5	3	34
	Unknown	7	3	2	0	0	12
	SUBTOTAL	1,260	431	236	121	57	2,105

F E M A L E	Under 4	32	20	8	3	0	63
	4-14	73	38	9	4	3	127
	15-24	165	110	49	14	9	347
	25-34	145	129	43	17	7	341
	35-44	135	86	35	16	12	284
	45-54	103	63	30	10	9	215
	55-64	72	42	17	8	6	145
	65-74	59	25	13	9	6	112
	75-84	37	17	13	3	6	76
	85+	14	5	4	0	1	24
	Unknown	1	1	0	1	0	3
	SUBTOTAL	836	536	221	85	59	1,737

U N K N O W N	Under 4	1	0	0	0	0	1
	4-14	0	0	0	0	0	0
	15-24	2	0	0	0	0	2
	25-34	0	0	0	0	0	0
	35-44	0	0	0	0	0	0
	45-54	0	0	0	0	0	0
	55-64	0	0	0	0	0	0
	65-74	0	0	0	0	0	0
	75-84	0	0	0	0	0	0
	85+	15	0	0	0	0	15
	Unknown	6	0	0	0	0	6
	SUBTOTAL	24	0	0	0	0	24
GRAND TOTAL		2,120	967	457	206	116	3,866

FATALITIES BY VEHICLE LOCATION OF VICTIMS IN CMV INVOLVED COLLISIONS



EJECTION STATUS/LOCATION AFTER IMPACT CMV OCCUPANTS ONLY

EJECTION STATUS	LOCATION AFTER IMPACT	INJURY TYPE					
		Not Injured	Possible Injury	Non-In-capacitating	In-capacitating	Fatal	TOTALS
NOT EJECTED	Not Trapped	2,735	699	157	34	5	3,630
	Trapped/Extricated	1	4	2	0	2	9
	Trapped/Not Extricated	0	0	0	2	0	2
	Not Applicable	17	5	4	0	0	26
	Unknown	0	0	0	0	0	0
NOT EJECTED TOTAL		2,753	708	163	36	7	3,667
TOTALLY EJECTED	Not Trapped	3	3	14	10	8	38
	Trapped/Extricated	0	0	0	0	3	3
	Trapped/Not Extricated	0	0	0	0	1	1
	Not Applicable	0	0	0	0	0	0
	Unknown	0	0	0	0	0	0
TOTALLY EJECTED TOTAL		3	3	14	10	12	42
PARTIALLY EJECTED	Not Trapped	0	1	3	1	2	7
	Trapped/Extricated	0	0	0	0	0	0
	Trapped/Not Extricated	0	0	0	0	0	0
	Not Applicable	0	0	0	0	0	0
	Unknown	0	0	0	0	0	0
PARTIALLY EJECTED TOTAL		0	1	3	1	2	7
NOT APPLICABLE	Not Trapped	39	11	2	1	0	53
	Trapped/Extricated	1	0	0	0	0	1
	Trapped/Not Extricated	0	0	0	0	0	0
	Not Applicable	155	80	5	0	0	240
	Unknown	0	0	0	0	0	0
NOT APPLICABLE TOTAL		195	91	7	1	0	294
UNKNOWN EJECTION STATUS	Not Trapped	0	0	0	0	0	0
	Trapped/Extricated	0	0	0	0	0	0
	Trapped/Not Extricated	0	0	0	0	0	0
	Not Applicable	0	0	0	0	0	0
	Unknown	4	0	0	0	0	4
UNKNOWN TOTAL		4	0	0	0	0	4
GRAND TOTAL		2,955	803	187	48	21	4,014

EJECTION STATUS/LOCATION AFTER IMPACT NON-CMV OCCUPANTS ONLY

EJECTION STATUS	LOCATION AFTER IMPACT	INJURY TYPE					
		Not Injured	Possible Injury	Non-In-capacitating	In-capacitating	Fatal	TOTALS
NOT EJECTED	Not Trapped	1,924	853	365	112	23	3,277
	Trapped/Extricated	0	7	10	13	11	41
	Trapped/Not Extricated	0	0	2	2	1	5
	Not Applicable	10	11	8	1	1	31
	Unknown	0	0	0	0	0	0
NOT EJECTED TOTAL		1,934	871	385	128	36	3,354
TOTALLY EJECTED	Not Trapped	1	22	43	63	53	182
	Trapped/Extricated	0	0	0	0	0	0
	Trapped/Not Extricated	0	0	0	0	1	1
	Not Applicable	0	3	1	4	2	10
	Unknown	0	0	0	0	0	0
TOTALLY EJECTED TOTAL		1	25	44	67	56	193
PARTIALLY EJECTED	Not Trapped	0	2	2	3	10	17
	Trapped/Extricated	0	0	0	0	0	0
	Trapped/Not Extricated	0	0	0	0	1	1
	Not Applicable	0	1	0	0	0	1
	Unknown	0	0	0	0	0	0
PARTIALLY EJECTED TOTAL		0	3	2	3	11	19
NOT APPLICABLE	Not Trapped	25	14	3	1	1	44
	Trapped/Extricated	0	0	0	0	5	5
	Trapped/Not Extricated	0	0	0	0	0	0
	Not Applicable	157	53	21	7	7	245
	Unknown	0	0	0	0	0	0
NOT APPLICABLE TOTAL		182	67	24	8	13	294
UNKNOWN EJECTION STATUS	Not Trapped	0	1	0	0	0	1
	Trapped/Extricated	0	0	0	0	0	0
	Trapped/Not Extricated	0	0	0	0	0	0
	Not Applicable	0	0	2	0	0	2
	Unknown	3	0	0	0	0	3
UNKNOWN TOTAL		3	1	2	0	0	6
GRAND TOTAL		2,120	967	457	206	116	3,866

INJURY SEVERITY BY RESTRAINT USAGE*

CMV OCCUPANTS ONLY

RESTRAINT USAGE	INJURY TYPE					
	Not Injured	Possible Injury	Non-In-capacitating	In-capacitating	Fatal	TOTALS
No Restraint Used						
No Safety Equipment Available	130	391	21	2	0	544
None Used	180	117	37	19	9	362
TOTAL - NO RESTRAINT USED	310	508	58	21	9	906
Restraint Used						
Shoulder Belt Only Used/Air Bag Not Deployed	18	2	3	0	0	23
Lap Belt Only Used/Air Bag Not Deployed	50	8	2	0	0	60
Shoulder & Lap Belt Used/Air Bag Not Deployed	398	40	11	1	1	451
Child Safety Seat Used/Air Bag Not Deployed	0	0	0	0	0	0
Air Bag Deployed/No Shoulder or Lap Belt Used	0	0	0	0	0	0
Air Bag Deployed/Shoulder Belt Only Used	0	0	0	0	0	0
Air Bag Deployed/Lap Belt Only Used	1	1	0	0	0	2
Air Bag Deployed/Lap & Shoulder Belt Used	1	3	0	0	0	4
Air Bag Deployed/Child Safety Seat Used	0	0	0	0	0	0
Shoulder Belt Only Used/No Air Bag Available	14	3	0	0	0	17
Lap Belt Only Used/No Air Bag Available	267	29	14	2	1	313
Lap & Shoulder Belt Used/Air Bag Not Available	1,853	200	98	22	6	2,179
Child Safety Seat Used/Air Bag Not Available	2	0	0	0	0	2
TOTAL - RESTRAINT USED	2,604	286	128	25	8	3,051
UNKNOWN RESTRAINT USAGE						
	36	9	1	2	4	52
GRAND TOTAL	2,950	803	187	48	21	4,009

*Includes occupants seated inside the passenger compartment of the vehicle.

INJURY SEVERITY BY RESTRAINT USAGE*

NON-CMV OCCUPANTS ONLY

RESTRAINT USAGE	INJURY TYPE					
	Not Injured	Possible Injury	Non-In-capacitating	In-capacitating	Fatal	TOTALS
No Restraint Used						
No Safety Equipment Available	23	21	2	3	0	49
Helmet Not Used (Motorcycle only)	0	3	1	0	1	5
None Used	91	102	63	51	41	348
TOTAL - NO RESTRAINT USED	114	126	66	54	42	402
Restraint Used						
Shoulder Belt Only Used/Air Bag Not Deployed	30	6	1	0	1	38
Lap Belt Only Used/Air Bag Not Deployed	36	20	1	2	1	60
Shoulder & Lap Belt Used/Air Bag Not Deployed	663	228	126	23	7	1,047
Child Safety Seat Used/Air Bag Not Deployed	6	2	1	0	0	9
Helmet Used (Motorcycle Only)	0	1	2	0	1	4
Air Bag Deployed/No Shoulder or Lap Belt Used	6	5	8	7	5	31
Air Bag Deployed/Shoulder Belt Only Used	0	3	0	1	0	4
Air Bag Deployed/Lap Belt Only Used	1	3	2	0	1	7
Air Bag Deployed/Lap & Shoulder Belt Used	92	90	72	42	13	309
Air Bag Deployed/Child Safety Seat Used	0	0	2	0	0	2
Shoulder Belt Only Used/No Air Bag Available	6	6	0	3	0	15
Lap Belt Only Used/No Air Bag Available	72	28	9	4	0	113
Lap & Shoulder Belt Used/Air Bag Not Available	1,003	419	148	55	25	1,650
Child Safety Seat Used/Air Bag Not Available	47	11	7	1	1	67
TOTAL - RESTRAINT USED	1,962	822	379	138	55	3,356
UNKNOWN RESTRAINT USAGE						
	37	14	11	6	13	81
NOT APPLICABLE - NON MOTORIST						
	7	5	1	8	6	27
GRAND TOTAL	2,120	967	457	206	116	3,866

*Includes occupants seated inside the passenger compartment of the vehicle.

CMV OCCUPANTS INVOLVED IN TRAFFIC COLLISIONS TRANSPORTED TO MEDICAL FACILITY

TRANSPORTED TO MEDICAL FACILITY	INJURY TYPE					TOTALS
	Not Injured	Possible Injury	Non- Incapaci- tating	Incapaci- tating	Fatal	
YES						
Males	45	425	152	44	14	680
Females	25	285	20	4	2	336
Not Specified	0	0	0	0	0	0
YES SUBTOTAL	70	710	172	48	16	1,016
NO						
Males	2,614	74	15	0	5	2,708
Females	262	18	0	0	0	280
Not Specified	5	0	0	0	0	5
NO SUBTOTAL	2,881	92	15	0	5	2,993
UNKNOWN						
Males	2	1	0	0	0	3
Females	0	0	0	0	0	0
Not Specified	2	0	0	0	0	2
UNKNOWN SUBTOTAL	4	1	0	0	0	5
TOTALS	2,955	803	187	48	21	4,014

NON-CMV OCCUPANTS INVOLVED IN CMV TRAFFIC COLLISIONS TRANSPORTED TO MEDICAL FACILITY

TRANSPORTED TO MEDICAL FACILITY	INJURY TYPE					TOTALS
	Not Injured	Possible Injury	Non- Incapaci- tating	Incapaci- tating	Fatal	
YES						
Males	38	354	219	121	46	778
Females	45	477	210	84	50	866
Not Specified	0	0	0	0	0	0
YES SUBTOTAL	83	831	429	205	96	1,644
NO						
Males	1,222	77	17	0	11	1,327
Females	790	58	11	1	9	869
Not Specified	21	0	0	0	0	21
NO SUBTOTAL	2,033	135	28	1	20	2,217
UNKNOWN						
Males	0	0	0	0	0	0
Females	1	1	0	0	0	2
Not Specified	3	0	0	0	0	3
UNKNOWN SUBTOTAL	4	1	0	0	0	5
TOTALS	2,120	967	457	206	116	3,866

ORIGINAL										SOUTH CAROLINA UNIFORM TRAFFIC COLLISION REPORT DEPARTMENT OF PUBLIC SAFETY FORM TR-310 (REV.2/99)										# of Units	
D.P.S. USE ONLY										COLLISION LOCATION Route Number and Name if any										AUXILIARY	
<div style="display: flex; justify-content: space-between;"> <div> <div>1 - Interstate</div> <div>2 - US Primary</div> <div>3 - SC Primary</div> </div> <div> <div>4 - Secondary</div> <div>5 - County</div> <div>6 - Other</div> </div> </div>										ON		<div style="display: flex; justify-content: space-between;"> <div>0 - Main Line</div> <div>5 - Spur</div> <div>8 - Bypass</div> </div> <div style="display: flex; justify-content: space-between;"> <div>2 - Alternate</div> <div>6 - Connection</div> <div>9 - Other</div> </div> <div style="display: flex; justify-content: space-between;"> <div>7 - Business</div> </div>									
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<div style="display: flex; justify-content: space-between;"> <div>RR Crossing ID</div> <div>Time Police Notified</div> <div>Time Police Arrived</div> <div>Time Ambulance Arrived</div> </div>										MP Grid											
<div style="display: flex; justify-content: space-between;"> <div>Unit #</div> <div>Sex</div> <div>Race</div> <div>Driver or Pedestrian Full Name</div> </div>										MP Grid											
<div style="display: flex; justify-content: space-between;"> <div>Birth Date</div> <div>Street or R.F.D.</div> </div>										MP Grid											
<div style="display: flex; justify-content: space-between;"> <div>Residence County</div> <div>City, State & Zip</div> </div>										MP Grid											
<div style="display: flex; justify-content: space-between;"> <div>State</div> <div>Class</div> <div>Driver License Number</div> </div>										MP Grid											
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<div style="display: flex; justify-content: space-between;"> <div>State</div> <div>Year</div> <div>License Plate Number</div> <div>Owner's Drivers License Number</div> </div>										MP Grid											
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<div style="display: flex; justify-content: space-between;"> <div>Contrib. to Acc.</div> <div>Estimated Speed</div> <div>Speed Limit</div> <div>COMMERCIAL VEHICLE</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Yes No</div> <div>1 - YES 2 - NO</div> </div>										MP Grid											
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<div style="text-align: center;"> </div>										MP Grid											
<div style="display: flex; justify-content: space-between;"> <div>Longitude</div> <div>Latitude</div> </div>										MP Grid											
<div style="display: flex; justify-content: space-between;"> <div>Describe What Happened (Refer to Units by Number):</div> </div>										MP Grid											
<div style="display: flex; justify-content: space-between;"> <div>Damage to Property Other Than Vehicle: \$</div> <div>Estimated Amt. of Damage to Unit 1: \$</div> <div>Estimated Amt. of Damage to Unit 2: \$</div> </div>										MP Grid											
<div style="display: flex; justify-content: space-between;"> <div>Witness Full Name</div> <div>Address</div> <div>Phone</div> <div>Zip</div> <div>Age</div> <div>Sex</div> </div>										MP Grid											
<div style="display: flex; justify-content: space-between;"> <div>Property Owner Name</div> <div>Address</div> <div>Zip</div> </div>										MP Grid											
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13 UNIT 1

14 UNIT 2

LIGHT
1 - DAYLIGHT
2 - DAWN
3 - DUSK
4 - DARK (LIGHTING UNSPECIFIED)
5 - DARK (STREET LAMP LIT)
6 - DARK (STREET LAMPS NOT LIT)
7 - DARK (NO LIGHTS)

WEATHER
1 - CLEAR; NO ADVERSE CONDITION
2 - RAIN
3 - CLOUDY
4 - SLEET OR HAIL
5 - SNOW
6 - FOG, SMOG
7 - BLOWING SAND, SOIL DIRT OR SNOW
8 - SEVERE CROSS WINDS, HIGH WIND
9 - OTHER

LOCALE
1 - OPEN COUNTRY
2 - RESIDENTIAL
3 - SHOPPING OR BUSINESS
4 - MFG. OR INDUSTRIAL
5 - SCHOOL OR PLAYGROUND
6 - HOSPITAL
7 - OTHER

CHARACTER
1 - STRAIGHT - LEVEL
2 - STRAIGHT - ON GRADE
3 - STRAIGHT - HILLCREST
4 - CURVE - LEVEL
5 - CURVE - ON GRADE
6 - CURVE - HILLCREST

CONDITION
1 - DRY
2 - WET
3 - ICY
4 - SLUSHY
5 - SNOWY
6 - CONTAMINANT (SAND, MUD, DIRT, OIL, ETC.)
7 - DEBRIS
8 - OTHER

ROAD DEFECT
0 - NONE
1 - SHOULDER DEFECT
2 - SOFT SHOULDER
3 - LOW SHOULDER
4 - HIGH SHOULDER
5 - RUTS, HOLES, BUMPS
6 - WORN POLISHED TRAVEL SURFACE
7 - ROAD UNDER CONSTRUCTION/ MAINTENANCE
8 - OTHER

TRAFFIC CONTROL
1 - STOP SIGN
2 - STOP AND GO SIGNAL
3 - YIELD SIGN
4 - OFFICER OR FLAGMAN
5 - RR CROSSING GATES/ LIGHTS
6 - RR FLASHING LIGHTS
7 - NONE
8 - OTHER REGULATORY SIGN
9 - RR CROSSBUCKS ONLY

TRAFFIC CONTROL FUNCTIONING
0 - NOT APPLICABLE
1 - YES
2 - NO
3 - UNKNOWN

MANNER OF COLLISION
0 - NOT COLLISION WITH MOTOR VEHICLE IN TRANSPORT
1 - REAR-END
2 - HEAD-ON
3 - REAR-TO-REAR
4 - ANGLE
5 - SIDESWIPES - SAME DIRECTION
6 - SIDESWIPES - OPPOSITE DIRECTION
7 - BACKED INTO
8 - UNKNOWN

FIRST HARMFUL EVENT
SEE HARMFUL EVENT CODE LIST ON REVERSE SIDE

HARMFUL EVENT LOCATION / RELATION TO ROADWAY
SEE RELATION TO ROADWAY CODE LIST ON REVERSE SIDE

PROBABLE COLLISION CAUSE / FACTOR
SEE PROBABLE CAUSE / FACTOR CODE LIST ON REVERSE SIDE

MOST HARMFUL EVENT
SEE HARMFUL EVENT CODE LIST ON REVERSE SIDE

**SOUTH CAROLINA
UNIFORM
TRAFFIC
COLLISION
REPORT**

MAIL ORIGINAL REPORT TO:
S.C. DEPT. OF PUBLIC SAFETY
OFFICE OF SAFETY AND GRANTS
MODULAR NO. 10
5400 BROAD RIVER ROAD
COLUMBIA, S.C. 29210-4088

TYPE UNIT
01 - AUTOMOBILE
12 - PICKUP TRUCK
13 - TRUCK TRACTOR
14 - OTHER TRUCK
15 - FULL SIZE VAN
16 - MINI VAN
25 - MOTORCYCLE
26 - MOPED
27 - PEDAL CYCLE
28 - ANIMAL DRAWN VEHICLE
39 - ANIMAL (RIDDEN)
41 - PEDESTRIAN
51 - TRAIN
61 - SCHOOL BUS
62 - PASSENGER BUS
68 - OTHER
99 - UNKNOWN (HIT AND RUN ONLY)

VEHICLE USE
01 - PERSONAL
02 - DRIVER TRAINING
03 - CONSTRUCTION / MAINT.
04 - AMBULANCE
05 - MILITARY
06 - TRANSPORT PASSENGERS
07 - TRANSPORT PROPERTY
08 - FARM USE
09 - WRECKER OR TOW
10 - POLICE
11 - GOVERNMENT
12 - FIRE FIGHTING
13 - LOGGING TRUCK
14 - CONTAINER TRUCK
99 - OTHER

ATTACHMENTS
1 - NONE
2 - MOBILE HOME
3 - SEMI-TRAILER
4 - UTILITY TRAILER
5 - FARM TRAILER
6 - TRAILER WITH BOAT
7 - CAMPER TRAILER
8 - TOWED MOTOR VEHICLE
9 - PETROLEUM TANKER
A - LOWBOY TRAILER
B - AUTO CARRIER TRAILER
C - OTHER TANKER
D - FLAT BED
E - OTHER
F - TWIN TRAILERS
G - CONTAINER

DRIVER LICENSE RESTRICTIONS NOT COMPLIED WITH
A - CORRECTIVE LENSES
B - SPECIAL RESTRICTED
C - NO INTERSTATE DRIVING
D - NOT TO EXCEED 50 MPH
E - NEIGHBORHOOD ONLY
F - PREVIOUS DUI
G - HAND CONTROLS
H - STEERING KNOB
J - AUTOMATIC TRANSMISSION
K - POWER STEERING / BRAKES
L - OTHER
M - OUTSIDE MIRROR
N - TURN SIGNALS

VISION OBSTRUCTION
0 - NONE
1 - BUILDING
2 - SIGN
3 - VEGETATION
4 - SNOW BANK
5 - HILL
6 - CURVE IN ROAD
7 - VEHICLES
8 - SUNLIGHT, HEADLIGHTS
9 - OTHER (DUST, SMOKE, E.G.)

VEHICLE DEFECT
00 - NONE
01 - BRAKES
02 - STEERING
03 - POWER PLANT
04 - SUSPENSION
05 - TIRES
06 - EXHAUST
07 - LIGHTS
08 - SIGNALS
09 - WINDOWS / WINDSHIELD
10 - RESTRAINT SYSTEMS
11 - WHEELS
12 - TRUCK COUPLING
13 - CARGO
14 - FUEL SYSTEM
97 - OTHER
99 - UNKNOWN

PEDESTRIAN / PEDALCYCLIST ACTION
10 - ENTERING OR CROSSING SPECIFIED LOCATION
11 - ENTERING OR CROSSING ROADWAY
12 - ENTERING OR CROSSING FROM IN FRONT OF OR BEHIND OTHER VEHICLE
20 - WALKING OR RIDING WITH TRAFFIC
30 - WALKING OR RIDING AGAINST TRAFFIC
52 - APPROACHING OR LEAVING A VEHICLE
62 - PUSHING OR WORKING ON VEHICLE
68 - WORKING IN ROADWAY
70 - STANDING
74 - PLAYING IN ROADWAY
75 - LYING AT OR IN LOCATION SPECIFIED
76 - SITTING AT OR IN LOCATION SPECIFIED
97 - OTHER

PEDESTRIAN / PEDALCYCLIST VISIBILITY
0 - NO VISIBILITY
1 - CLOTHING CONTRASTS WITH BACKGROUND
2 - REFLECTIVE MATERIAL OR OBJECT ONLY
3 - CLOTHING CONTRASTS AND REFLECTIVE MATERIAL / OBJECT
4 - OTHER LIGHT SOURCE USED
5 - CLOTHING CONTRASTS AND OTHER LIGHT SOURCE USED
6 - REFLECTIVE MATERIAL AND OTHER LIGHT SOURCE USED
7 - CLOTHING CONTRASTS AND REFLECTIVE MATERIAL AND OTHER LIGHT SOURCE USED
9 - UNKNOWN

ALCOHOL / DRUG TEST TYPE
CODE FIRST POSITION
SCREENING TEST ADMINISTERED:
0 - NO
1 - YES
CODE SECOND POSITION:
0 - NO TEST
1 - BLOOD TEST
2 - BREATH TEST
3 - URINE TEST
7 - UNABLE TO ADMINISTER
8 - REFUSED TEST
9 - TEST PENDING

TEST RESULTS
ALCOHOL TEST RESULTS
CODE NEXT TWO POSITIONS:
LEVEL OF BLOOD ALCOHOL TEST RESULTS
DRIVER INTENTIONS
SEE DRIVER INTENTIONS CODE LIST ON REVERSE SIDE
VEHICLE MANEUVER
SEE VEHICLE MANEUVER CODE LIST ON REVERSE SIDE

RESTRAINT EQUIPMENT USED
10 - NO SAFETY EQUIPMENT AVAILABLE
11 - NONE USED - VEHICLE OCCUPANT
20 - SHOULDER BELT ONLY USED/ AIR BAG NOT DEPLOYED
21 - LAP BELT ONLY USED/ AIR BAG NOT DEPLOYED
22 - SHOULDER AND LAP BELT USED/ AIR BAG NOT DEPLOYED
23 - CHILD SAFETY SEAT USED/ AIR BAG NOT DEPLOYED
30 - HELMET USED
31 - HELMET NOT USED
40 - AIR BAG DEPLOYED NO SHOULDER OR LAP BELT USED
41 - AIR BAG DEPLOYED WITH SHOULDER BELT ONLY USED
42 - AIR BAG DEPLOYED WITH LAP BELT ONLY USED
43 - AIR BAG DEPLOYED WITH SHOULDER AND LAP BELT USED
44 - AIR BAG DEPLOYED WITH CHILD SAFETY SEAT USED
50 - SHOULDER BELT ONLY USED/ NO AIR BAG AVAILABLE
51 - LAP BELT ONLY USED/ NO AIR BAG AVAILABLE
52 - SHOULDER AND LAP BELT USED/ NO AIR BAG AVAILABLE
53 - CHILD SAFETY SEAT USED/ NO AIR BAG AVAILABLE
60 - NOT APPLICABLE - NON MOTORIST
70 - RESTRAINT - USER AIR BAG DEPLOYMENT UNKNOWN

EJECTION
0 - NOT APPLICABLE
1 - NOT EJECTED
2 - TOTALLY EJECTED
3 - PARTIALLY EJECTED
9 - UNKNOWN
LOCATION AFTER IMPACT
0 - NOT APPLICABLE
1 - NOT TRAPPED
2 - TR

#10, 13 AND 14 HARMFUL EVENT CODE LIST
(FIRST AND MOST)

NON-COLLISION

- 01 - OVERTURN
- 02 - FIRE/EXPLOSION
- 03 - IMMERSION
- 04 - GAS INHALATION
- 05 - THROWN OR FALLING OBJECT
- 06 - SPILL (FOR 2-WHEEL VEHICLE IN SINGLE VEHICLE ACCIDENT)
- 07 - JACKKNIFE
- 09 - OTHER NON-COLLISION

COLLISION WITH OBJECT NOT FIXED

- 10 - PEDESTRIAN
- 20 - OTHER OBJECT (NOT FIXED)
- 30 - PARKED MOTOR VEHICLE
- 31 - STOPPED MOTOR VEHICLE
- 32 - MOTOR VEHICLE IN TRANSPORT
- 33 - MOTOR VEHICLE IN TRANSPORT IN OTHER ROADWAY
- 35 - RAILWAY TRAIN
- 40 - PEDALCYCLIST
- 41 - MOTORCYCLIST
- 42 - MOPED
- 44 - DOMESTIC ANIMAL WITH RIDER
- 45 - DOMESTICATED ANIMAL
- 46 - WILD ANIMAL, OTHER THAN DEER
- 47 - DEER
- 48 - OTHER ANIMAL

COLLISION WITH FIXED OBJECT

- 50 - HIGHWAY GUARDRAIL END
- 51 - HIGHWAY GUARDRAIL FACE
- 52 - IMPACT ATTENUATOR CRASH CUSHION
- 53 - UTILITY POLE
- 54 - LUMINAIRE/LIGHT SUPPORT OR LIGHT STANDARD
- 55 - TREE
- 56 - FIRE HYDRANT
- 57 - PIER OR COLUMN
- 58 - OVERHEAD SIGN SUPPORT
- 59 - HIGHWAY TRAFFIC SIGN POST
- 60 - TRAFFIC SIGNAL POST
- 61 - OTHER POST
- 63 - BARRICADE
- 65 - CULVERT HEADWALL
- 66 - CURB
- 67 - RETAINING WALL
- 68 - MEDIAN BARRIER (FINISHED CONCRETE OR STEEL)
- 69 - ROCK OR STONE SIDESLOPE
- 70 - EARTH SIDESLOPE/EMBANKMENT
- 71 - BUILDING
- 72 - FENCE (OTHER THAN MEDIAN)
- 73 - BOULDER
- 74 - DITCH
- 75 - OVERHEAD STRUCTURE, UNDERPASS
- 76 - OTHER FIXED OBJECT
- 77 - TRASH DUMPSTER
- 78 - MAILBOX
- 79 - BRIDGE/PIER/ABUTMENT
- 80 - BRIDGE PARAPET END
- 81 - BRIDGE RAIL

OTHER

- 90 - OTHER OBJECT (I.E. FOREIGN MATERIAL)
- 93 - ROAD DEFECT
- 98 - UNKNOWN
- 99 - OTHER

#11 HARMFUL EVENT LOCATION/RELATION TO ROADWAY

ON TRAFFICWAY
ON ROADWAY

- 01 - AT INTERSECTION
- 02 - AT INTERSECTION, IN CROSSWALK
- 03 - NON-JUNCTION
- 04 - NON-JUNCTION, IN CROSSWALK
- 05 - ON ISLAND
- 06 - ON ISLAND CROSSWALK
- 07 - INTERCHANGE RAMP
- 09 - OTHER

OFF ROADWAY

- 20 - SHOULDER (OTHER THAN SHOULDER WITHIN MEDIAN OR GORE)
- 21 - MEDIAN (OTHER THAN MEDIAN WITHIN GORE AREA)
- 22 - ISLAND
- 23 - OUTSIDE SHOULDER, LEFT
- 24 - OUTSIDE SHOULDER, RIGHT
- 25 - DRIVEWAY ACCESS
- 26 - DRIVEWAY ACCESS IN CROSSWALK
- 27 - ROADSIDE, LEFT
- 28 - ROADSIDE, RIGHT
- 29 - SIDEWALK, LEFT
- 30 - SIDEWALK, RIGHT
- 31 - GORE
- 32 - OFF ROADWAY, LOCATION UNKNOWN
- 39 - OTHER

OFF TRAFFICWAY

- 41 - OUTSIDE TRAFFICWAY, LEFT
- 42 - OUTSIDE TRAFFICWAY, RIGHT

MOVEMENTS ESSENTIALLY STRAIGHT AHEAD

- 00 - MOVING STRAIGHT, DETAILS UNKNOWN
- 01 - STRAIGHT AHEAD IN PROPER DIRECTION
INCLUDING CURVES IN ROADWAY
- 02 - OVERTAKING OTHER VEHICLE ON LEFT,
LEFT OF CENTER LINE
- 03 - OVERTAKING OTHER VEHICLE ON LEFT
RIGHT OF CENTER LINE (USE ON ONE WAY TRAFFIC)
- 04 - OVERTAKING ANOTHER VEHICLE ON RIGHT
- 05 - STRAIGHT AHEAD IN LEFT TURN LANE
- 06 - STRAIGHT AHEAD IN RIGHT TURN LANE
- 07 - CHANGING LANES TO LEFT
- 08 - CHANGING LANES TO RIGHT
- 09 - MERGING FROM LEFT (ROADWAY NARROWS ON LEFT)
- 10 - MERGING FROM RIGHT (ROADWAY NARROWS ON RIGHT)
- 11 - ON WRONG SIDE OF ROADWAY
- 12 - IN WRONG DIRECTION ON ONE WAY ROADWAY
- 13 - SWERVING TO LEFT
- 14 - SWERVING TO RIGHT
- 15 - SLOWING OR STOPPING
- 16 - SKIDDING LONGITUDINALLY
- 17 - SKIDDING Laterally
- 18 - SPINNING OR YAWING
- 19 - JACK KNIFING
- 20 - STOPPED IN TRAFFIC
- 21 - STARTING FROM STOP
- 22 - INCREASED SPEED

#12 PROBABLE CAUSE

DRIVER

- 00 - UNDER THE INFLUENCE OF ALCOHOL AND DRUGS
- 01 - UNDER THE INFLUENCE OF DRUGS
- 02 - UNDER THE INFLUENCE OF ALCOHOL
- 03 - FAILED TO YIELD RIGHT OF WAY
- 04 - DISREGARDED TRAFFIC SIGNS, SIGNALS
- 05 - EXCEEDED STATED SPEED LIMIT
- 06 - RAN OFF ROAD
- 07 - MADE AN IMPROPER TURN
- 08 - WRONG SIDE OR WRONG WAY
- 09 - FOLLOWED TOO CLOSELY
- 10 - IMPROPER LANE CHANGE
- 11 - IMPROPER BACKING OPERATION
- 12 - IMPROPER PASSING
- 13 - IMPROPER SIGNAL
- 14 - IMPROPER PARKING
- 15 - FELL ASLEEP, FAINTED, ETC.
- 16 - DID NOT COMPLY WITH LICENSE RESTRICTION
- 17 - HANDICAPPED
- 18 - INATTENTION
- 19 - OTHER

ENVIRONMENT

- 20 - SMOKE
- 21 - FOG, SMOKE
- 22 - SLEET, HAIL
- 23 - BLOWING SAND, SOIL, DIRT
- 24 - SEVERE CROSSWINDS
- 25 - RAIN, SNOW
- 26 - SIGN OBSTRUCTION
- 27 - VEGETATION OBSTRUCTION
- 28 - SNOW BANK OBSTRUCTION
- 29 - HILL OBSTRUCTION
- 30 - BUILDING OBSTRUCTION
- 31 - CURVE IN ROADWAY
- 32 - ANIMAL IN ROADWAY
- 39 - OTHER

OTHER PERSON (NOT A DRIVER OR PASSENGER)

- 40 - UNDER THE INFLUENCE OF ALCOHOL AND DRUGS
- 41 - UNDER THE INFLUENCE OF DRUGS
- 42 - UNDER THE INFLUENCE OF ALCOHOL
- 43 - FAILED TO YIELD RIGHT OF WAY
- 44 - DISREGARDED TRAFFIC CONTROL DEVICE
- 45 - ILLEGALLY IN ROADWAY
- 46 - BICYCLE VIOLATION
- 47 - CLOTHING NOT VISIBLE
- 49 - OTHER

PASSENGER

- 51 - PASSENGER UNDER THE INFLUENCE OF DRUGS
- 52 - PASSENGER UNDER THE INFLUENCE OF ALCOHOL
- 53 - PASSENGER OBSTRUCTED DRIVER'S VIEW
- 54 - FELL OFF VEHICLE
- 59 - OTHER

ROAD

- 61 - WET
- 62 - ICY
- 63 - SLUSHY
- 64 - DEBRIS
- 65 - RUTS, HOLES, BUMPS
- 66 - ROAD UNDER CONSTRUCTION/MAINTENANCE
- 67 - WORN TRAVEL-POLISHED SURFACE
- 68 - OBSTRUCTION
- 69 - TRAFFIC CONTROL DEVICE INOPERATIVE
- 70 - SHOULDERS LOW, SOFT, OR HIGH
- 79 - OTHER

VEHICLE

- 81 - BRAKE
- 82 - STEERING
- 83 - POWER PLANT
- 84 - SUSPENSION
- 85 - TIRES
- 86 - EXHAUST
- 87 - LIGHTS
- 88 - SIGNALS
- 89 - WINDOWS/WINDSHIELD
- 90 - RESTRAINT SYSTEMS
- 91 - WHEELS
- 92 - TRUCK COUPLING
- 93 - CARGO
- 94 - FIRE
- 95 - JACK-KNIFED

OTHER

- 99 - OTHER

#37, 38 VEHICLE MANEUVER

TURNING MOVEMENTS

- 30 - TURNING, DETAILS UNKNOWN
- 31 - LEFT FROM LEFT TURN BAY
- 32 - LEFT FROM LEFT (PROPER) LANE
- 33 - LEFT FROM OTHER LANE, LEGAL
- 34 - LEFT FROM OTHER LANE, ILLEGAL
- 35 - LEFT FROM UNKNOWN LANE
- 36 - U TURN
- 37 - RIGHT FROM SPECIAL LANE
- 38 - RIGHT FROM RIGHT (PROPER) LANE
- 39 - RIGHT FROM OTHER LANE, LEGAL
- 40 - RIGHT FROM OTHER LANE, ILLEGAL
- 41 - RIGHT FROM UNKNOWN LANE

ENTERING TRAFFIC LANE

- 50 - ENTERING TRAFFIC LANE, DETAILS UNKNOWN
- 51 - FROM ENTRANCE RAMP ON LEFT
- 52 - FROM ENTRANCE RAMP ON RIGHT
- 53 - FROM SHOULDER ON LEFT
- 54 - FROM SHOULDER ON RIGHT
- 55 - FROM PARKING SPACE AT LEFT CURB
- 56 - FROM PARKING SPACE AT RIGHT CURB
- 57 - FROM DRIVEWAY ON LEFT
- 58 - FROM DRIVEWAY ON RIGHT

LEAVING TRAFFIC LANE

- 60 - LEAVING TRAFFIC LANE, DETAILS UNKNOWN
- 61 - TO EXIT RAMP ON LEFT
- 62 - TO EXIT RAMP ON RIGHT
- 63 - TO SHOULDER ON LEFT

#35 AND 36 DRIVER INTENTIONS

TRAFFIC UNIT MANEUVERING FOR TRAFFIC CONTROLS
INTERSECTIONS OR RAILROAD CROSSINGS:

- 00 - NO EXTERNAL CAUSE OF MANEUVER
- 01 - TRAFFIC SIGNAL
- 02 - STOP SIGN
- 03 - YIELD SIGN
- 04 - UNCONTROLLED INTERSECTION
- 05 - CROSSWALK NOT AT INTERSECTION
- 06 - POLICE OFFICER, SCHOOL CROSSING GUARD, ETC.
- 07 - RAILROAD CROSSING
- 08 - RAILROAD CROSSING FLASHER OR GATE
- 09 - OTHER CONTROL

TRAFFIC UNIT MANEUVERING OR AVOIDING SOMETHING
IN ROADWAY:

- 10 - PEDESTRIAN
- 11 - PEDALCYCLE
- 12 - OTHER ROAD VEHICLE (EXCEPT PEDALCYCLE)
- 13 - OTHER VEHICLE
- 14 - ANIMAL
- 15 - FOREIGN OBJECT IN ROADWAY
- 16 - WATER, ICE, SNOW, OR HAZARDOUS SUBSTANCE ON ROAD
- 17 - ROAD DEFECT
- 18 - ROAD MAINTENANCE OR CONSTRUCTION WORK
- 19 - FIXED OBJECT OR STRUCTURE
- 20 - FOG, SMOKE, OR DUST
- 21 - PREVIOUS ACCIDENT
- 22 - OTHER EVENT
- 23 - CURVE IN ROADWAY
- 24 - RESTRICTION IN ROADWAY WIDTH
- 25 - CHANGE IN ROADWAY ALIGNMENT
- 26 - SHOULDER
- 27 - LOOSE GRAVEL IN ROADWAY
- 28 - UNKNOWN OBJECT, EVENT, OR FEATURE

TRAFFIC UNIT MANEUVER BECAUSE OF MECHANICAL FAILURE:

- 29 - TIRE FAILURE
- 30 - STEERING GEAR FAILURE
- 31 - ENGINE FAILURE
- 32 - WINDSHIELD WIPER FAILURE
- 33 - LOAD SPILLED OR DROPPED
- 34 - INVOLVED IN PREVIOUS ACCIDENT
- 35 - OTHER FAILURE

TRAFFIC UNIT MANEUVER FOR OWN INTENDED MOVEMENT:

- 36 - MOVING STRAIGHT AHEAD IN PROPER DIRECTION,
INCLUDING CURVES IN ROADWAY
- 37 - MERGE WITH TRAFFIC ON LEFT
- 38 - MERGE WITH TRAFFIC ON RIGHT
- 39 - LEFT TURN
- 40 - RIGHT TURN
- 41 - U TURN
- 42 - ENTER ROADWAY FROM ENTRANCE RAMP ON LEFT
- 43 - ENTER ROADWAY FROM ENTRANCE RAMP ON RIGHT
- 44 - ENTER ROADWAY FROM SHOULDER ON LEFT
- 45 - ENTER ROADWAY FROM SHOULDER ON RIGHT
- 46 - ENTER ROADWAY FROM PARKING AT LEFT CURB
- 47 - ENTER ROADWAY FROM PARKING AT RIGHT CURB
- 48 - LEAVE ROADWAY TO EXIT RAMP ON LEFT
- 49 - LEAVE ROADWAY TO EXIT RAMP ON RIGHT
- 50 - LEAVE ROADWAY TO SHOULDER ON LEFT
- 51 - LEAVE ROADWAY TO SHOULDER ON RIGHT
- 52 - LEAVE ROADWAY TO PARKING AT LEFT CURB
- 53 - LEAVE ROADWAY TO PARKING ON RIGHT CURB
- 54 - LEAVE ROADWAY TO DRIVEWAY ON LEFT
- 55 - LEAVE ROADWAY TO DRIVEWAY ON RIGHT
- 56 - BOARD OR DISCHARGE PASSENGER
- 80 - BACKING

TRAFFIC UNIT MANEUVER AROUND OTHER TRAFFIC UNIT(S):

- 57 - OVERTAKING SUBJECT UNIT ON LEFT
- 58 - OVERTAKING SUBJECT UNIT ON RIGHT
- 59 - CHANGING LANES TO LEFT
- 60 - CHANGING LANES TO RIGHT
- 61 - MERGING FROM LEFT
- 62 - MERGING FROM RIGHT
- 63 - ON RIGHT SIDE OF ROADWAY
- 64 - IN WRONG DIRECTION ON ONE WAY ROADWAY
- 65 - SWERVING TO LEFT
- 66 - SWERVING TO RIGHT
- 67 - SLOWING OR STOPPING
- 68 - STOPPED IN TRAFFIC
- 69 - STOPPED TO BOARD OR DISCHARGE PASSENGER
- 70 - SKIDDING, SPINNING, OR YAWING
- 71 - JACK KNIFING
- 72 - TURNING LEFT FROM SAME DIRECTION
- 73 - TURNING LEFT FROM OPPOSITE DIRECTION
- 74 - MAKING U TURN
- 75 - TURNING RIGHT FROM SAME DIRECTION
- 76 - TURNING RIGHT FROM OPPOSITE DIRECTION
- 77 - ENTERING ROADWAY FROM RAMP ON LEFT
- 78 - ENTERING ROADWAY FROM RAMP ON RIGHT
- 79 - ENTERING ROADWAY FROM ROADWAY ON LEFT

- 64 - TO SHOULDER ON RIGHT
- 65 - TO PARKING SPACE AT LEFT CURB
- 66 - TO PARKING SPACE AT RIGHT CURB
- 67 - TO DRIVEWAY ON LEFT
- 68 - TO DRIVEWAY ON RIGHT

PARKING ON OR ADJACENT TO TRAFFIC LANE

- 70 - PARKING, DETAILS UNKNOWN
- 71 - ON LEFT SHOULDER
- 72 - ON RIGHT SHOULDER
- 73 - AT LEFT CURB
- 74 - AT RIGHT CURB
- 75 - IN TRAFFIC LANE ON LEFT (RURAL)
- 76 - IN TRAFFIC LANE ON RIGHT (RURAL)
- 77 - DOUBLE PARKED ON LEFT
- 78 - DOUBLE PARKED ON RIGHT

MISCELLANEOUS MOVEMENTS

- 80 - OTHER MISCELLANEOUS, DETAILS UNKNOWN
- 81 - BACKING IN ROADWAY
- 82 - BACKING FROM ANGLE, PARKING ON LEFT
- 83 - BACKING FROM ANGLE, PARKING ON RIGHT
- 84 - BACKING ACROSS TRAFFIC
- 85 - BACKING ON SHOULDER
- 86 - VEHICLE PUSHED BY OTHER VEHICLE
- 87 - VEHICLE PUSHED BY PEDESTRIAN
- 88 - DRIVERLESS VEHICLE IN MOTION
- 89 - NOT IN MOTION (PARKED, ABANDONED, OR STANDING)
- 99 - UNKNOWN

ORIGINAL		SOUTH CAROLINA		<input type="checkbox"/> Amended - Attach Copy of Original Report <input type="checkbox"/> Corrected	
D.P.S. USE ONLY		UNIFORM TRAFFIC COLLISION REPORT (FOR INVESTIGATING OFFICERS)			
		SUPPLEMENTAL BUS & TRUCK ACCIDENT REPORT			
Date	Time	County	Route Category	ACCIDENT LOCATION (Route number & Name if any)	AUXILIARY
			1 - Interstate 2 - US Primary 3 - SC Primary 4 - Secondary 5 - County 6 - Other	ON 0 - Main Line 1 - Alternate 2 - Spur 3 - Other	4 - Connection 5 - Business 6 - Bypass
SCREENING INFORMATION			ACCIDENT LOCATION / ENVIRONMENT INFORMATION		
NUMBER OF QUALIFYING VEHICLES INVOLVED A truck with 6 or more tires → <input type="text"/>			1 - Two-way trafficway with NO physical separation 2 - Two-way trafficway with median strip (divided highway without traffic barrier) 3 - Divided trafficway, median strip, with physical traffic barrier 4 - One-way trafficway		
OR A vehicle with a hazardous material placard → <input type="text"/>			ACCESS CONTROL 1 - No Control of Access (Unlimited Access) 2 - Full Control of Access (Only Ramp Entry or Exit) 3 - Other		
OR A bus designed to carry 16 or more persons, including the driver → <input type="text"/>			VEHICLE INFORMATION		
NUMBER OF PERSONS INVOLVED			Gross Vehicle Weight Rating Truck or Tractor → <input type="text"/>		
Sustaining fatal injuries → <input type="text"/>			Trailer or Trailers Total → <input type="text"/>		
Transported for immediate medical services → <input type="text"/>			TOTAL NUMBER OF AXLES (including Trailers) → <input type="text"/>		
NUMBER OF VEHICLES TOWED/PROVIDED ASSISTANCE			VEHICLE CONFIGURATION		
Towed from scene due to damage or provided assistance → <input type="text"/>			0 - Any 4-tire Vehicle 1 - Bus 2 - Single Unit Truck (2 axles / 6 or more tires) 3 - Single Unit Truck (3 or more axles) 4 - Truck with Trailer		
DO NOT COMPLETE THIS FORM UNLESS: One or more qualified vehicles was involved - <u>AND</u> One or more qualifying injuries was sustained - <u>OR</u> One or more vehicles was towed from the scene - <u>OR</u> One or more vehicles was provided assistance			5 - Truck Tractor Only (Bobtail) 6 - Tractor with Semi-Trailer 7 - Tractor with Double Trailers 8 - Tractor with Triple Trailers 9 - Other - Unable to Classify		
TOTAL NUMBER OF SUPPLEMENTAL FORMS REQUIRED: <input type="text"/>			CARGO BODY TYPE 1 - Bus 2 - Van / Enclosed Box 3 - Cargo Tank 4 - Flat Bed 5 - Dump		
UNIT NUMBER <input type="text"/> FR-10 NUMBER <input type="text"/>			6 - Concrete Mixer 7 - Auto Transport 8 - Garbage or Refuse 9 - Other		
CARRIER INFORMATION			HAZARDOUS MATERIAL INVOLVEMENT		
NAME: <input type="text"/>			WAS THIS VEHICLE CARRYING HAZARDOUS MATERIALS ? <input type="text"/>		
SOURCE: 1 - Shipping Papers 2 - Vehicle Side 3 - Driver 4 - Log Book 5 - Other 9 - Unknown			1 - YES 2 - NO 3 - UNKNOWN		
ADDRESS: Street Address: <input type="text"/>			DID VEHICLE HAVE A HAZARDOUS MATERIAL PLACARD ? <input type="text"/>		
City: <input type="text"/> State: <input type="text"/> Zip: <input type="text"/>			1 - YES 2 - NO 3 - UNKNOWN		
IDENTIFICATION NUMBERS:			If "YES", from placard indicate: Name or 4 Digit Number from Diamond or Box → <input type="text"/>		
US DOT <input type="text"/> NONE = 0 <input type="text"/>			1 or 2 Digit Number from Bottom of Diamond → <input type="text"/>		
ICC MC <input type="text"/>			WAS HAZARDOUS MATERIAL RELEASED FROM THIS VEHICLE'S CARGO ? <input type="text"/>		
STATE <input type="text"/>			1 - YES 2 - NO 3 - UNKNOWN		
STATE NUMBER <input type="text"/>			NOTIFICATION:		
DRIVER INFORMATION (Apparent Driver Condition)			SEQUENCE OF EVENTS (for THIS Vehicle)		
1 - Appeared Normal 2 - Had Been Drinking 3 - Illegal Drug Abuse 4 - Sick 5 - Fatigue 6 - Asleep 7 - Medication 8 - Unknown			Event #1 <input type="text"/> Event #2 <input type="text"/> Event #3 <input type="text"/> Event #4 <input type="text"/>		
Investigator's Name <input type="text"/> Rank <input type="text"/> Badge Number <input type="text"/>			11 - Ran Off Road 12 - Jackknifed 13 - Overturned or Rollover 14 - Downhill Runaway 15 - Cargo Loss or Shift 16 - Explosion or Fire 17 - Separation of Units 19 - Other Event		
Agency Type <input type="text"/> Code <input type="text"/> Date <input type="text"/>			21 - Pedestrian 22 - Motor Vehicle in Transport 23 - Parked Vehicle 24 - Train 25 - Pedalcycle 26 - Animal 27 - Fixed Object 29 - Other Object		

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